

TOWN OF HERNDON

2030 Comprehensive Plan



Adopted August 12, 2008

Prepared by the Department of Community Development

TOWN OF HERNDON, VIRGINIA

2030 Comprehensive Plan



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Adopted August 12, 2008
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TOWN OF HERNDON, VIRGINIA 2030 COMPREHENSIVE PLAN ACKNOWLEDGEMENTS

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I. Introduction

Brief History and Regional Context

The Town of Herndon has evolved from a small rural town of the 19th century into a mature community with major office and commercial development complementing a wide variety of residential neighborhoods and recreational areas. Most vacant land within the town has been developed and several sites have been redeveloped in recent years. Residential and commercial growth within the town and in areas surrounding the town has been dramatic and vibrant. Since the 1980s in particular, the town has grown rapidly just as the entire Dulles Corridor has developed and matured.

Employment within the Town of Herndon at the start of 2007 was estimated at over 25,260 jobs, exceeding the size of the estimated resident population of 23,217 persons. Existing commercial and retail development within the Town of Herndon approached 9.5 million square feet of gross floor area. Additional commercial or retail development is under construction or approved for construction through zoning and site planning review processes. These statistics were developed by the town's Community Development staff.

Many parts of the town have developed according to the Herndon 2010 Comprehensive Plan, originally adopted in June 1990. Dating back to the early 1960s, the town has had the benefit of an active planning citizenry with regard to comprehensive plans and specific area plans. Today the Town of Herndon, like other areas in the Dulles Corridor, has realized much of its planned development potential.

Yet a new era of growth in the Dulles Corridor is already under way. Over the next 25 years, population in the Dulles Corridor is expected to increase by 45 percent while employment growth is expected to increase by 63 percent, according to the July 2004 Final Environmental

Impact Statement of the Dulles Corridor Rapid Transit Project. This job growth rate would result in the addition of 185,000 jobs in the Corridor over the next 25 years. The Dulles Rail E.I.S. indicates that "Total Weekday Corridor-related Work Trips" are projected to increase from 460,000 trips in year 2000 to 680,000 trips in year 2025. "Total Weekday Corridor-related Trips" (total travel trips for any purpose) are projected to increase from 2,150,000 trips in 2000 to 3,210,000 trips in the year 2025.

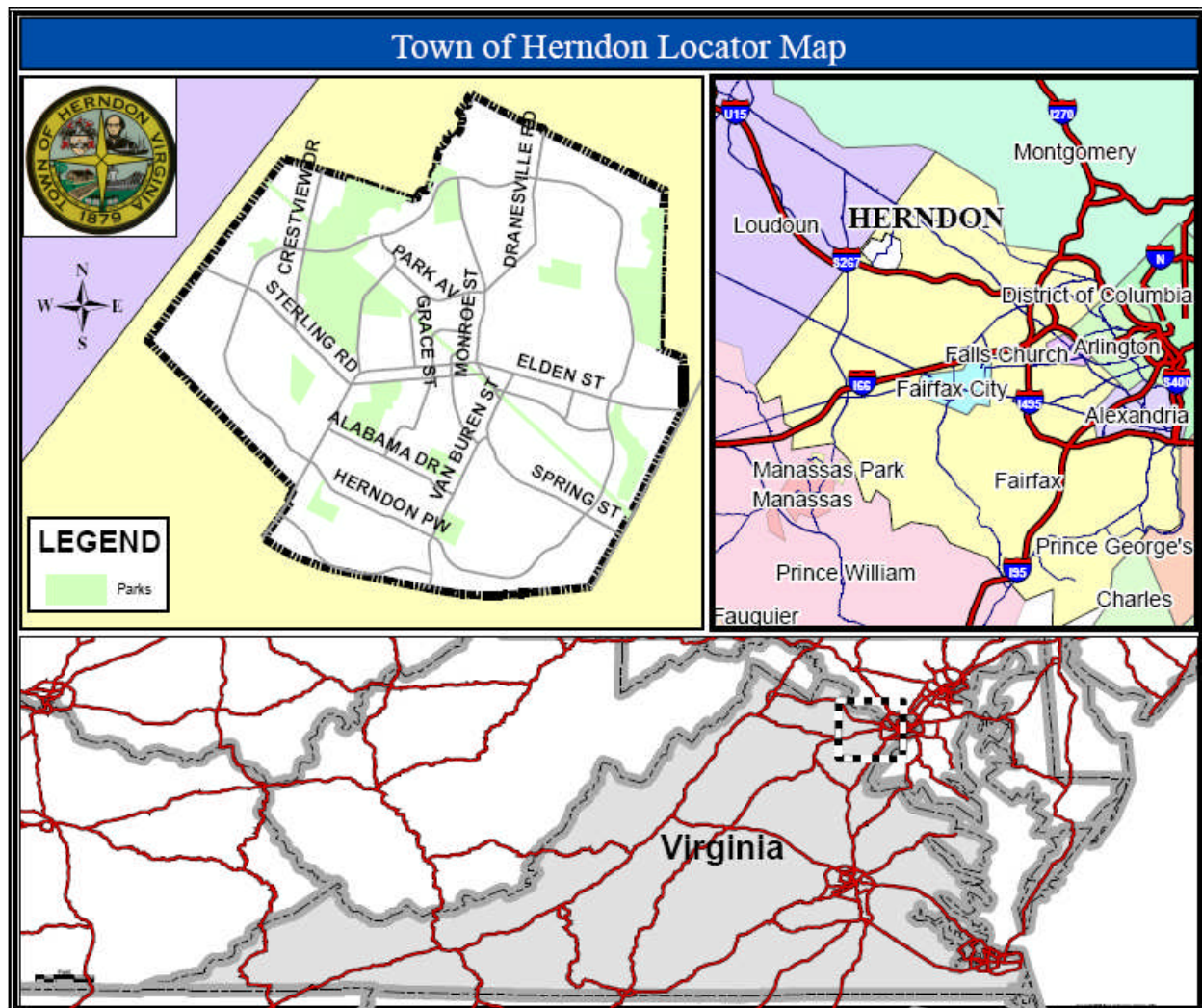
While Worldgate and some of the other commercial properties within the town have nearly reached build-out, nearby areas outside of the town may have the potential for 15-20 million square feet of additional gross floor area. The Dulles Corner area (south of the Dulles Toll Road, between Route 28 and Centreville Road) has the potential to develop nine million additional square feet of mixed-use space in accord with the Fairfax County comprehensive plan, according to the Dulles Rail E.I.S. The Center for Innovative Technology area between the town's western boundary and Route 28 in Loudoun County is nearly as large in land area as Dulles Corner. This area has the potential for several million square feet of commercial and mixed-use development as well.

Thus comprehensive planning for the Town of Herndon must address the potential impacts of dramatic growth and change that will take place in these nearby areas in Fairfax County and Loudoun County. In the year 2008, the Town of Herndon finds itself in the middle of a very dynamic environment with growing pressure for development of vacant or underused sites located either within the town or in these sizeable areas just outside of the town boundaries. This magnitude of growth implies that an enhanced transportation system will be developed to provide mobility. The 2030 Comprehensive Plan seeks to protect and

enhance the quality of life for Town of Herndon residents as well as residents adjacent to the town limits and the large number of “daytime

residents” who work at jobs located within the town.

Town of Herndon Locator Map



Dulles Rail on the Horizon

While project timelines remain in flux, the project sponsors are hopeful that the Metrorail extension of a “Silver Line” from West Falls Church through Tysons Corner, Reston, Herndon and on to Dulles Airport will begin construction by March 2009, with utility relocations already underway at this writing.

Thus, this plan addresses the coming of Metrorail, with both the Herndon and Route 28 rail stations located in the Dulles Toll Road right-of-way near to the town’s southern boundary. The Herndon Station features a pedestrian “touchdown” facility within the town

limits along the northern edge of the Dulles Toll Road right-of-way.

The Metropolitan Washington Airports Authority (MWAA) has reached a formal agreement with the Commonwealth of Virginia. MWAA will design, build and finance the Metrorail extension, with emphasis on extending the system through the Herndon area and on to Dulles Airport and Loudoun County in one

continuous phase. A significant portion of the commercial property within the Town of Herndon will likely be affected. The Town Council would have to approve any special tax district within the town limits before it could be enacted by Fairfax County. The county has already enacted a special tax district affecting the Tyson's Corner area along with the eastern portion of Reston.

Purpose of the Comprehensive Plan

As required under Section 15.2 – 2223 of the Code of Virginia, the local Planning Commission shall prepare and recommend a comprehensive plan and the local governing body shall adopt a plan for its jurisdiction. The purpose of a comprehensive plan is to guide the present and future physical development of a jurisdiction to promote the health, safety and welfare of its residents.

Under state law, the comprehensive plan shall be general in nature. The plan, accompanied by maps, charts and text, can include elements such as existing and future land use, transportation features, historic areas, community service facilities, public buildings, and utilities. The plan is also to address the location of transportation improvements and their costs.

This document, the Herndon 2030 Comprehensive Plan, fulfills this requirement for the town. For the Town Council, Planning Commission, Heritage Preservation Review Board, Architectural Review Board, Board of Zoning Appeals, the town staff and town citizens, the Herndon 2030 Comprehensive Plan provides land use policy guidance on development and redevelopment within the town. This document replaces the Herndon 2010 Comprehensive Plan of 1990, as amended. The annual Capital Improvement Program (CIP) of the town is also part of the town's full comprehensive plan. The CIP is adopted on an

annual basis and these volumes are published separately from this document. In addition, comprehensive plan policies are implemented through the other instruments such as the zoning ordinance and the subdivision ordinance of the town code.

This plan contains goals and objectives that are designed to guide land use and development decisions in the Town of Herndon. To fully implement this plan, zoning ordinance changes and small area plans will be required. To ensure that the plan policies are periodically reviewed and continue to meet the needs of the town, Section 15.2-2230 of the Code of Virginia requires the local Planning Commission to determine every five years if the plan needs to be amended. Plan amendments can occur at any time and may be initiated by the Town Council as well as anyone seeking to change plan policy. While the Town Council amends the plan through an initiating resolution directing the Planning Commission to review and consider the proposed amendment, others may do so by filing a Comprehensive Plan Amendment application with the Department of Community Development.

This comprehensive plan will be implemented in a number of ways. Land use designations will guide a variety of public and private actions, including the review of development proposals by the Planning Commission and Town Council.

Town Council Vision Statement

During 2007 the Town Council undertook a strategic planning process and developed the document entitled “2027: A Vision for the Town

of Herndon.” This effort yielded the following vision:

“In the year 2027, Herndon continues to be a 21st century town where history and heritage are respected and where people and their involvement matter. Herndon’s inclusiveness and sense of community foster empowerment in each citizen. Its unique character and charm attract a wide variety of people, including many families who are raising their children here. Herndon is the anchor of an expanded community where positive benefits extend beyond the town’s boundaries.”

This vision is further articulated by a series statements addressing the themes: **Citizens Who Matter, Exceptional Service, Our Rare Sense of Heritage and Place, Maintaining a Residential Haven, A Planned Approach to Community Development, Regional Growth We Took Charge!, Modern Multi-Modal Transportation, and Our Renowned Amenities.** Specific short term goals and

objectives have been identified to implement these ideas.

The Town of Herndon 2030 Comprehensive Plan supports the Town Council’s vision statement, and these guiding principles can be found throughout this document.

Implementation of this plan will assist in achieving the Town Council’s vision for the year 2027.

Comprehensive Plan Process

On March 14, 2006, the Town Council of the Town of Herndon adopted a resolution to replace the 2010 Comprehensive Plan adopted in June of 1990 with a new plan having a 2030 horizon date. This resolution was based upon the Planning Commission’s determination that it was advisable to amend the plan. This determination was made during the five-year review of the plan conducted in 2005 as required under Section 15.2-2232 of the Code of Virginia.

The first step in revising the plan was for town staff to publish a Background Report detailing conditions in Herndon and raising potential issues for the future. This document was published during February 2006 and was made available on the town’s web site ([www.herndon-va.gov/Planning/Zoning/Comprehensive Planning](http://www.herndon-va.gov/Planning/Zoning/ComprehensivePlanning)).

The second major step in revising the plan was to obtain public comment on the future of Herndon. Five public meetings were held in the spring and summer of 2007 to obtain input on plan elements such as land use, transportation, environmental policies, public facilities and the future transit station areas. Summaries of the public discussions were posted on the town’s website throughout the process. Comments were also received via telephone and email to the special Comprehensive Plan mailbox (CompPlan@herndon-va.gov). A wide range of input was received and the points of view and concepts discussed have shaped the development of this plan document.

After the initial public input phase, a first draft of the plan was developed and finalized by Community Development staff on September 12, 2007. The Planning Commission held

several work sessions over a period of months to review the draft plan and make revisions. All work sessions were open to the public and were reported in the press. In the same time frame, staff discussed the draft plan with the Joint Communication Committee of the Town Council and Planning Commission, the Architectural Review Board and the Heritage Preservation Review Board.

A revised plan was developed for the Planning Commission and issued January 9, 2008. After additional discussion and revision, the Planning Commission released the 2030 Comprehensive Plan “Draft for Public Hearings” and held a public hearing on February 4, 2008. The Planning Commission held additional public hearings on the comprehensive plan. The Planning Commission made its final recommendation on the plan to the Town Council on April 7, 2008. The Town Council held public hearings on the draft plan on May 27, 2008, June 10, 2008, July 8, 2008 and August 12, 2008.

The Town Council developed a number of revisions to the draft plan during work session discussions. The most significant change was the addition of new features in the Land Use Plan chapter. While the basic land use framework did not change, a new Business Corridor category was created and a number of properties that had previously been Adaptive Areas became Business Corridor. A new Adaptive Areas-Residential category was also created and several properties that had been designated Adaptive Area or Neighborhood Conservation were given this new Land Use Plan designation. The Town Council requested staff to present and discuss the most significant changes with the Planning Commission. After a staff briefing and a discussion at the Planning Commission work session of July 21, 2008, the Chairman provided a memorandum to the Mayor and Town Council dated August 1, 2008. This memorandum expressed the commission’s support for the Town Council’s revisions to the plan. The Town Council adopted this plan on August 12, 2008.



II. Profile of the Town of Herndon

Located in western Fairfax County and just minutes from Washington Dulles International Airport, Herndon is the third largest incorporated town in Virginia. With approximately 23,000 residents, most of the town is dedicated to residential uses and is comprised of a wide variety of residential neighborhoods. As with every community in Northern Virginia, the town has seen a significant amount of development over the past 20 years. While Herndon has become a hub for information technology as one of Fairfax County's most dynamic office, retail and hotel centers, it has had the ability to maintain its

unique sense of community and small-town charm. Herndon has a historic, central, downtown core that contains government offices, a public library, a town green and a variety of shops and restaurants. The downtown is the venue for fairs and festivals throughout the year. Other town assets include sixteen parks, the Herndon Community Center, the W&OD Bike Trail and the Herndon Centennial Golf Course. The Town is also home to a robust business community and contains approximately 9.5 million square feet of commercial gross floor area.

Demographics

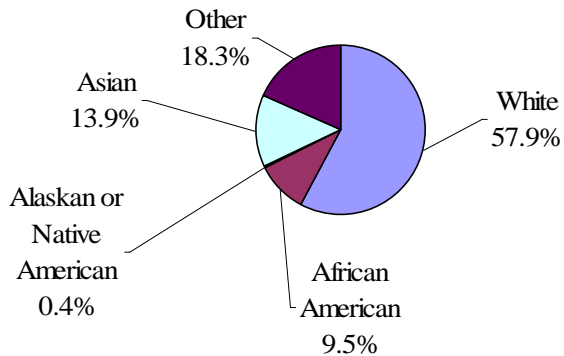
The estimated Town of Herndon population for January 2008 was 23,367 persons. The town's population has steadily increased over the years and has more than doubled since 1980. Along with the population growth, the number of housing units in town has increased over time. According to the 2000 Census, the average household size in Herndon is 3.11 persons, which is greater than the 2.96 persons per household size reported in the 1990 Census. While housing and population growth has slowed in recent years due to the scarcity of land available for residential development, it is anticipated that most growth in housing and population figures will be generated from redevelopment in the downtown or near the future metro station. Town staff has projected these figures up to the year 2030.

POPULATION AND HOUSING PROJECTIONS

Year	Population	Housing Units
1980	11,449	4,388
1990	16,139	5,786
2000	21,655	7,190
2008*	23,367*	7,762*
2010	23,948	7,955
2020	25,754	8,555
2030	26,270	8,726

*January 1, 2008 estimate prepared by town staff

2000 Census Data - Racial Composition



Herndon, as well as the northern Virginia region, has become a more racially and ethnically diverse community. While the white population made up 85 percent of Herndon residents in 1980, this figure has dropped to 58 percent in 2000. The graph below shows the racial make-up of the town residents, based on 2000 Census data.

The Hispanic population in Herndon has significantly increased since 1980. Based on United States Decennial Census data, only 2.78 percent of Herndon residents were of Hispanic origin in 1980. This figure climbed to 8.8 percent in 1990 and to 26.0 percent in 2000.

Commercial Space Inventory

Herndon has a healthy mix of commercial land uses that brings to the town economic vibrancy and substantial tax revenue. Commercial development is focused along the major transportation corridors: Elden Street, Herndon Parkway, Spring Street and Worldgate Drive. Existing commercial and retail development

within the Town of Herndon approaches 9.5 million square feet of gross floor area.

Approximately 1,000,000 square feet of additional commercial and retail floor area is anticipated based on zoning approvals granted to date.¹ The chart below is an inventory of commercial space.

Type of Development	Gross Floor Area (GFA) in Square Feet	Percentage
OFFICE	6,422,157	68.0%
RETAIL	1,284,247	13.6%
SERVICE	726,761	7.7%
HOTEL	476,926	5.0%
WAREHOUSE/INDUSTRIAL	468,363	5.0%
OTHER USES	67,293	0.7%
TOTAL GFA	9,445,747	100%

¹ Data on commercial inventory comes from the Town of Herndon Department of Community Development

Employment

Employment within the Town of Herndon at the start of 2008 was estimated at over 25,260 jobs, exceeding the size of the estimated resident population of 23,367 persons. Businesses located within the Town of Herndon range from major corporate entities to locally-owned establishments. Major employers include Fannie Mae, General Dynamics, Sprint Nextel, Northwest Federal Credit Union, Parsons Brinckerhoff, SAVVIS, Inc., Verizon and the U.S. Federal Government.

It is expected that the number of employees working in the Town of Herndon will continue to increase. The Washington Metropolitan Council of Governments has estimated that 27,543 employees will be working in Herndon by the year 2030. With the potential redevelopment associated with Dulles Rail, employment numbers within the town limits may be greater than what is projected. The small area plan for the Metrorail Station Urban Development Area will include projected employment figures based on the maximum commercial floor area ratio for this designated area.

Economic Development

The Town of Herndon has benefited from its prime location in the Dulles Corridor and from the efforts of the Fairfax County Economic Development Authority. The authority works in several locations around the world to promote the county and the Dulles Corridor. From time to time, the Economic Development Authority works with specific clients interested in Herndon. Community Development staff assists by providing information on features of the town and its regulations.

In recent years, the Herndon Visitor's Center has supported extensive promotional efforts focused on various town events and amenities. These efforts also emphasize the hospitality and restaurant sectors within the town. The Visitor's Center is a non-profit corporation that receives support from the town.

The Dulles Regional Chamber of Commerce takes in the town as part of its area of activity through the Herndon Chamber of Commerce. The chamber has been a great supporter of town events and town businesses and presents events such as Friday Night Live concerts and business networking mixers.

In its *2027: Vision for the Town of Herndon* document, the Town Council adopted a goal to establish an Economic Development Task Force by November 2008. This citizen task force will be charged with developing goals, objectives and recommended resources for economic development. Further, the Planning Commission has recognized the need to establish a citizen task force to make recommendations to the Planning Commission after examination of transition areas, the interface of zoning districts, inter-town transportation and transit issues and other relevant concerns for the downtown. The town should also complete a market study and economic development analysis of the downtown to determine the viability of various land uses and other relevant information in support of the community discussion on the future of the downtown.

As an incorporated town, Herndon is an integral part of Fairfax County. Town citizens receive public education, health and social services, fire and ambulance services, judicial services, correctional facilities and additional recreation services from Fairfax County. Therefore, Herndon residents, including its corporate citizens, pay Fairfax County real estate taxes as

well as the town's real estate tax. In FY2008, the residential sector comprised 50.1 percent of the assessed real property valuation, while the commercial sector contributed the remaining 49.9 percent. The town has been able to maintain this relative equity among the total amount of commercial versus residential real estate revenues for over ten years. In addition,

the town has a diversified revenue base with the majority of General Fund revenue coming from a variety of sources other than property tax. These sources include user fees, consumer utility taxes, transient occupancy taxes and reimbursements from federal and state government.



III. Land Use Plan

Land Use History

Although officially incorporated as a town in 1879, development of Herndon began around 1857 resulting from the construction of a rail stop and depot along the Alexandria, Loudoun and Hampshire Railway, now known as the Washington and Old Dominion. Herndon received its name when residents requested that a post office be established at the depot. Residents decided to name the post office after Captain William Herndon, who heroically died trying to rescue all passengers on his ship, the Central America, after it sustained damage in a hurricane off the coast of North Carolina. The post office with the Herndon namesake officially opened on July 13, 1858.

Development of the area was impeded by the Civil War, as many of the area railroads were destroyed in the conflict. Rail service to Herndon was not reestablished until 1868. The rail line provided the economic engine for Herndon into the early 1900s. Dairy farming thrived, as the railroad provided a convenient way to ship milk into the capital city. The railroad also brought city dwellers into Herndon, as many sought the refreshing cool air of the country, which was a relief from the hot, swampy conditions of summers in Washington, DC. Several summer homes were built in Herndon during that time frame.

As population in the area increased after World War II, not only was Herndon's dairy industry thriving, but Herndon was also becoming a small bedroom community to Washington, DC. The train depot provided convenient transportation access into the city. Use of the railroad for both farmers and commuters began

to decline as local roadways improved and truck and auto transportation became cheaper and more reliable. Passenger service stopped in 1951.

The railroad was last used for construction of Dulles Airport. The last major job for the single-line freight railroad, then operated by the Washington and Old Dominion Company, was to haul sand in from the beaches of the Atlantic Ocean for concrete used to build the runways at Dulles Airport. The last train left Herndon in August 1968.

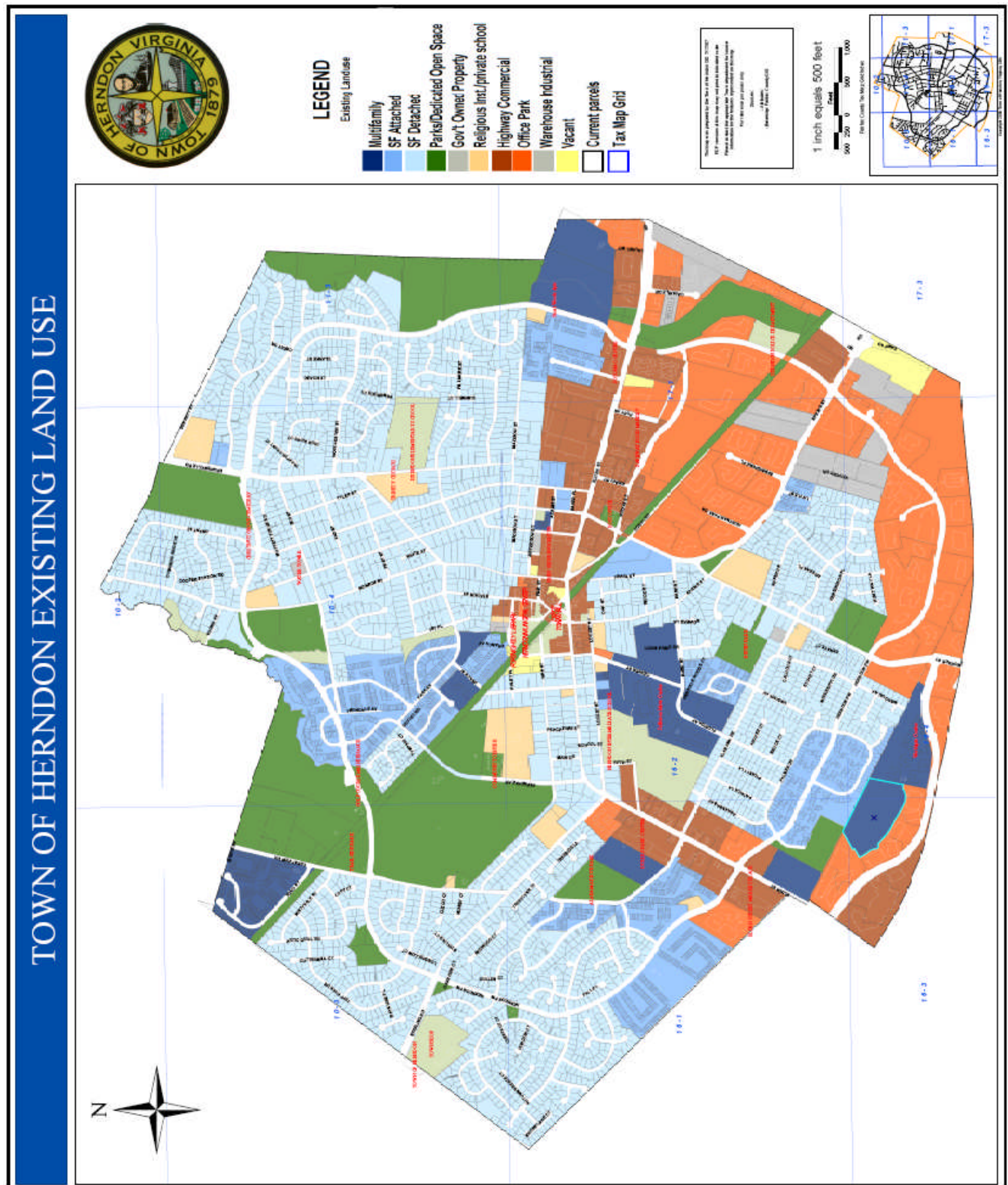
With the proximity of Dulles Airport, Herndon began to experience growth related to this transportation mode. Businesses such as light industry, research laboratories and administrative headquarters began locating in Herndon. The need for housing accompanied this development.

Development within the town was steady from the late 1970s to the mid 1990s. Map A identifies the existing land uses on all parcels located in the town as of July 2007. Of the 4.25 square miles of land that comprise the town, 23 percent of the land is used for commercial purposes, such as office and retail. More than half (56 percent) of the town's land area is dedicated to residential uses. Eighteen percent of land within the town is used for community facilities, which includes public and private schools, religious institutions, town-owned property, and parks. Only 56 acres or 2 percent of property in the town is vacant, not counting parks or other public open spaces as vacant. For comparison, 302 acres or 11 percent of the land in the town was vacant in 1992.

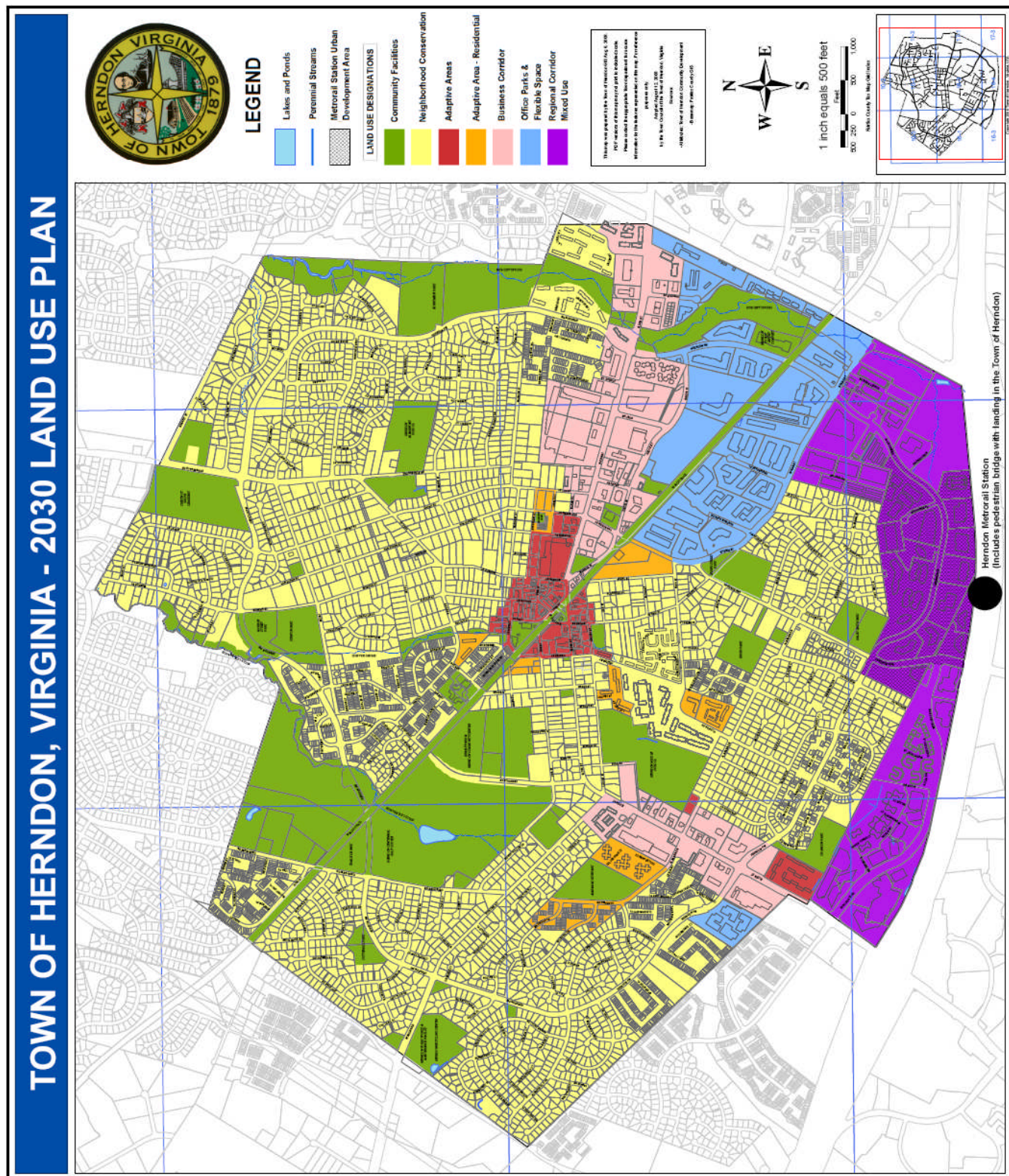
Downtown Herndon circa 1983



Map A: Town of Herndon Existing Land Use Map (Full scale map available at www.herndon-va.gov or through the Department of Community Development)



Map B: Town of Herndon 2030 Land Use Plan (Full scale map available at www.herndon-va.gov or through the Department of Community Development)



The Land Use Plan Element of the 2030 Comprehensive Plan

The adopted 2030 Land Use Plan (Map B) provides guidance on the location of desired and appropriate land uses by classifying all land area within the town into specific categories. The adopted Land Use Plan has seven basic land use categories: Neighborhood Conservation, Community Facilities, Office Parks and Flexible Space, Regional Corridor Mixed-Use, Business Corridor, Adaptive Areas, and Adaptive Areas-Residential. Metrorail Station Urban Development Areas have policies that apply in addition to the base category of Regional Corridor Mixed-Use. The development or redevelopment of any parcel should be consistent with the land use policies of its designated land use category and with the Redevelopment Criteria as follows. The land use policies for each of the seven basic land use categories are set forth below.

In general, this plan seeks to preserve and enhance all areas of the town; especially those areas designated Neighborhood Conservation or Community Facilities. The plan does not support consolidation and redevelopment to a higher density in these areas. However, this plan is flexible and it may support high quality redevelopment within the other land use

designations if the redevelopment criteria and other relevant planning considerations can be addressed.

With less than 2 percent of developable land area within the town vacant, future development in the town will, for the most part, be redevelopment. The town anticipates significant redevelopment within the town mainly in the downtown core and the areas surrounding the future Metrorail stations. The Business Corridor designation denotes a stable area with a mix of retail, services, hotels, medical, and other business uses. Modernization and redevelopment of individual sites can be anticipated over the long term, consistent with existing zoning.

The Town of Herndon supports the application of Universal Design in all land uses. Universal Design is the simple design of both products and the built environment to be usable by people of all ages and abilities, and which promotes the ability for people to age in place. The town also welcomes the possibility of attracting community institutions such as hospitals or college campuses within its limits.

Neighborhood Conservation

The Neighborhood Conservation designation applies to land identified in yellow on the adopted 2030 Comprehensive Plan Land Use Plan map. Neighborhood Conservation areas consist mainly of residential land developed with single-family

detached, townhouse or multifamily structures. These areas are generally considered to be stable residential havens. The existing land uses, which are predominately residential neighborhoods, are desirable and worthy of conservation.

Goals for Neighborhood Conservation

1. Maintain and enhance the existing neighborhood character.
2. Protect existing neighborhoods from redevelopment to other uses or to significantly higher densities.

3. Create policies and programs that promote stability and encourage property owners to maintain the appearance of their residences. See also the “Residential Areas and Housing” chapter of this document.

Land Use Policies for Neighborhood Conservation

1. Development or redevelopment in Neighborhood Conservation should not exceed the maximum density prescribed in the underlying zoning district.
2. Development should be compatible with the existing, adjacent residential neighborhoods to maintain the same or similar character.
3. The consolidation of parcels and redevelopment is not encouraged; neither is the re-subdivision of lots into sizes smaller than the neighborhood average.
4. Residential infill should be compatible in density, size, height, placement and scale to adjacent dwellings. The exterior design of buildings should respect the neighborhood’s existing continuity of architectural elements. Develop and consider ordinance amendments that would limit the size of new construction and additions to existing homes while still complying with the Virginia Code.
5. Neighborhood Conservation supports accessory uses associated with residential neighborhoods such as home based businesses and permitted accessory dwelling units.
6. Maintaining neighborhood appearance through property maintenance and beautification is supported and encouraged.
7. Buffering should be used to screen residential neighborhoods from dissimilar adjacent uses such as non-residential uses and higher density residential development. For proposed non-residential uses adjacent to residential areas, screening should include both constructed and vegetative screening. For proposed higher density residential adjacent to existing neighborhoods, vegetative buffering should be provided.

Community Facilities

Land classified as Community Facilities on the Land Use Plan map is property that is used or planned for future use as a municipal government building, a water tower, a public school, houses

of worship, parks and recreation sites and facilities, open space, and other land owned by the Town of Herndon, the County of Fairfax or other public entity.

Goal for Community Facilities

Provide high quality facilities to serve town residents and other customers such as those who work in the Town.

Land Use Policies for Community Facilities

1. Public facilities should be located so as to best serve the users of these facilities.
2. Public facilities should be sited and developed with consideration for pedestrian, bicycle and traffic access, compatibility with surrounding uses, levels of noise and activity and other community and site planning factors.
3. Public facilities should be maintained in good, accessible condition, to the benefit of all users as well as to surrounding property owners.
4. Public facilities will be developed, operated and maintained in an environmentally sensitive and sustainable manner.
5. Encourage private landowners to preserve open space and protect ecological and cultural resources through the use of conservation easements, land use valuation, and other land use options, incentives and programs.
6. Protect, monitor and manage park water resources and stream valleys.
7. Protect parklands from encroachments and minimize adverse human impacts to natural areas.
8. Minimize adverse impacts of development on water resources and stream valleys.
9. Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication.
10. Non-residential development should offset significant impacts of work force growth on the parks and recreation system.
11. Ensure that comprehensive plan land use amendment proposals (including rezonings) for higher densities include the provision of parkland and trails or sidewalks to offset the impacts of increased density.
12. On development adjacent to park property, encourage designs that minimize the potential for encroachments and adverse environmental impacts on parkland and that augment the natural resource values of the parkland.

Office Parks and Flexible Space

Land classified as Office Park and Flexible Space on the adopted Land Use Plan map includes properties in which the predominate uses are business offices, flexible space, warehousing, light industrial workshops and maintenance

facilities. The predominate use is office space in a campus environment with high quality development standards including extensive landscaping treatments.

Goal for Office Parks and Flexible Space

Provide for the more modest commercial activity not designated in the Regional Corridor Mixed-Use designation. For example, businesses that may not require the premium cost and greater visibility of the Dulles Corridor.

Land Use Policies for Office Parks and Flexible Space

1. Create an attractive environment that encourages companies and businesses to locate and remain within the town limits.
2. Generate positive economic benefits for the town economy in terms of employment, retail sales and tax revenues.
3. Encourage “light” industrial uses, office uses, uses that include research and development of high technology products, and related uses. Such uses should:
 - a. Have minimal off-site impact;
 - b. Not generate emissions or effluent that degrade the environmental quality of the town;
 - c. Be visually and acoustically harmonious with surrounding development and not generate vibrations that can be experienced off-site;
 - d. Have operations that are conducted within an enclosed building with all loading and storage of goods, equipment, and vehicles totally screened from adjacent properties and from any public right-of-way.

Business Corridor

This land use designation applies within large portions of the Elden Street corridor. It denotes a dynamic mix of retail, services, hotels, medical and professional offices and other non-

residential uses. Consistent with existing zoning, modernization and redevelopment are anticipated over the long term.

Goal for Business Corridor

Provide space for the businesses that serve the local community and to a more limited extent the regional market area.

Land Use Policies for Business Corridor

1. Provide goods and services to the community while maintaining high quality site design.

2. Business Corridor uses that border Neighborhood Conservation areas must provide for appropriate transitions which will normally include extensive landscaping and physical buffering with quality walls or other structures.
3. Generate positive economic benefits for the town economy in terms of employment, retail sales tax and other tax revenues.
4. Create a master plan for redevelopment of the Herndon Centre (K-Mart Shopping Center).

Regional Corridor Mixed-Use

This is the most intense land use category within the town, providing for major mixed-use development along the Dulles Toll Road corridor. This category includes relatively dense residential

and commercial land use ranging from hotels to office buildings. The Regional Corridor Mixed-Use designation is shown in purple on the Land Use Plan map.

Land Use Policies for Regional Corridor Mixed-Use

1. Provide for a regional scale mixed-use development environment.
2. Create an attractive environment that encourages companies and businesses to locate and remain within the town limits.
3. Generate positive economic benefits for the town in terms of employment, retail sales and tax revenues.
4. Provide appropriate site design and excellent pedestrian facilities to support mobility among the mix of uses within the Regional Corridor Mixed-Use and connectivity to other areas of the town.

Metrorail Station Urban Development Areas

Within the Regional Corridor Mixed-Use area there is land further designated on the Land Use Plan map as the Metrorail Station Urban Development Area. It is anticipated that the Metrorail Station Secondary Impact Area will also cover portions of adjacent land designated Office Parks and Flexible Space. NOTE: The Urban Development Area and the Secondary Impact Area combined will likely be included in a transportation improvement tax district that is to be formed by the Western Area Landowners for Rail to Dulles (“WARD”) or any successor to this group of property owners. Properties in these

areas will experience a special benefit due to their proximity to a Metrorail station. The Background Report for the 2030 Comprehensive Plan dated March 2007 (see the town web site at www.herndon-va.gov) includes a map of an earlier tax district proposal and the Town Council anticipates that this same area will be the subject of a future tax district proposal. The Town Council may adjust the area depending on the specific content of the land owner petition for the tax district and the properties that sign the petition. Concurrent with action on the tax district petition, the Town Council anticipates

amending the comprehensive plan to show the Secondary Impact Area along with the Urban Development Area.

The Metrorail Station Urban Development Area conforms with new Virginia Code § 15.2-2223.1 requirements concerning areas for growth with new urbanist development. These requirements are shown in the text box. The Urban Development Area (UDA) identifies where higher density, transit oriented development is appropriate. A mix of uses is encouraged.

Properties that border the Dulles Toll Road and/or Herndon Parkway have a higher redevelopment potential. The properties that border the residential neighborhood to the north have redevelopment potential but building heights must taper down dramatically in relation to the scale of the adjacent neighborhood. Even though the UDA within Herndon currently features relatively dense development, there is significant potential for redevelopment over the long term, especially where existing buildings are limited to one story.

Code of Virginia – New Comprehensive Plan Requirements in Regard to Urban Development Areas; Effective July 1, 2007:

§ 15.2-2223.1. Comprehensive plan to include urban development areas; new urbanism.

A. Every county, city, or town that has adopted zoning pursuant to Article 7 (§ 15.2-2280 et seq.) of Chapter 22 of Title 15.2 and that (i) has a population of at least 20,000 and population growth of at least 5% or (ii) has population growth of 15% or more, shall, and any county, city or town may, amend its comprehensive plan to incorporate one or more urban development areas. For purposes of this section, population growth shall be the difference in population from the next-to-latest to the latest decennial census year, based on population reported by the United States Bureau of the Census. For purposes of this section, an urban development area is an area designated by a locality that is appropriate for higher density development due to proximity to transportation facilities, the availability of a public or community water and sewer system, or proximity to a city, town, or other developed area. The comprehensive plan shall provide for commercial and residential densities within urban development areas that are appropriate for reasonably compact development at a density of at least four residential units per gross acre and a minimum floor area ratio of 0.4 per gross acre for commercial development. The comprehensive plan shall designate one or more urban development areas sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least 10 but not more than 20 years, which may include phasing of development within the urban development areas. Future growth shall be based on official estimates and projections of the Weldon Cooper Center for Public Service of the University of Virginia or other official government sources. The boundaries and size of each urban development area shall be reexamined and, if necessary, revised every five years in conjunction with the update of the comprehensive plan and in accordance with the most recent available population growth estimates and projections. Such districts may be areas designated for redevelopment or infill development.

B. The comprehensive plan shall further incorporate principles of new urbanism and traditional neighborhood development, which may include but need not be limited to (i) pedestrian-friendly road design, (ii) interconnection of new local streets with existing local streets and roads, (iii) connectivity of road and pedestrian networks, (iv) preservation of natural areas, (v) satisfaction of requirements for stormwater management, (vi) mixed-use neighborhoods, including mixed housing types, (vii) reduction of front and side yard building setbacks, and (viii) reduction of subdivision street widths and turning radii at subdivision street intersections.

C. The comprehensive plan shall describe any financial and other incentives for development in the urban development areas.

D. No county, city, or town that has amended its comprehensive plan in accordance with this section shall limit or prohibit development pursuant to existing zoning or shall refuse to consider any application for rezoning based solely on the fact that the property is located outside the urban development area.

Land Use Principles and Policies for Metrorail Station Areas

1. Recognize the potential to concentrate the highest density or land use close to the rail station.
2. Ensure there is a mix of land uses that support a variety of activities at various times to promote and support transit ridership and provide shared parking opportunities.
3. Provide appropriate traffic calming measures and other facilities as needed to address the impacts of Metrorail in areas throughout the town.
4. Within the transit station area, accommodate and provide for multi-modal transportation methods, including pedestrian, bicycle, trolley bus and bus travel. Also provide for taxi stands, shuttle stops, limousine and tour bus parking.
5. Ensure public open spaces are provided through the development of an open space plan that includes major green space components signifying planted areas with pervious surfaces. Green space components should include green roof designs. The town shall develop a conceptual open space plan with green space components. Developers shall provide detailed plans with specific development proposals.
6. Establish urban design standards that create a unified streetscape and harmonious building design to support and invite pedestrian activity.
7. Design a mixed-use pedestrian corridor that terminates at the north access point of the Herndon Rail Station. Ensure that public art and public amenities are included in this corridor.
8. Promote the development of appropriate pedestrian and vehicular access on the north side of the Herndon Rail Station.
9. Determine an acceptable parking formula that accommodates on-site parking while encouraging the use of rail. Minimize the visual impact of parking structures and surface parking lots.
10. Establish a firm boundary and mandate buffering guidelines with extensive vegetation and either structural walls or large berms or both in order to protect single-family homes adjacent to the transit station area from redevelopment.
11. Establish a parking permit policy that prohibits commuters from parking in neighborhoods that are in close proximity to the rail station.

Metrorail Station Area Plans

Further study and community discussion is required to determine what specific level of

density, transportation network, utility capacity, open space, green space and urban design

standards are recommended. A Herndon Metrorail station area plan will be developed no later than when a full funding grant agreement is approved by the Federal Transit Administration or alternative funding is confirmed for a Dulles Rail extension to Dulles Airport and beyond. This station area plan will address the appropriate long range land use plan and detailed policies regarding transit-oriented development at the north side of the Herndon Metrorail Station vicinity. This plan will address transportation and other infrastructure issues as well as specific densities and building heights and areas where the density will taper down approaching adjacent Neighborhood Conservation areas. The plan should also address means to control potential parking impacts on existing land uses in the Metrorail station vicinity, with emphasis on the buildings in close proximity to the station. Financial or other incentives for development as allowed in the Virginia Code are not recommended at this time, given the prime location of Herndon and the anticipation that the incentive of additional height and density will be established through the station area plan process. However, incentives may be considered during the station area plan process. The Herndon Metrorail Station Area Plan will be developed by the town staff with input from citizens and landowners and support from technical

Adaptive Areas

Land designated as Adaptive Areas on the adopted Land Use Plan map includes areas where the town is flexible and may be able to accommodate a variety of land uses depending on the specific circumstances. These areas are colored pink on the Land Use Plan. These properties are often dynamic in nature and/or subject to change over the long term. These properties may be well suited for rezoning and

Adaptive Areas – Residential

Land designated as Adaptive Areas – Residential includes areas where the town encourages redevelopment over the long term to

consultants as needed. A draft plan will be developed for consideration by the Planning Commission and Town Council.

Metrorail plans include a pedestrian touchdown with elevators, but there are no vehicular access, short term parking or “kiss and ride” facilities at the town (north) side of the Herndon station. Over the long term, these facilities could potentially be developed through proffers or other negotiations with regard to redevelopment of one or more commercial properties adjacent to the station. The Town Council recognizes the need to address this critical deficiency in “kiss and ride” facilities through these cooperative efforts.

Future planning efforts in cooperation with Fairfax and Loudoun Counties will address land use planning for the Route 28 Metrorail Station located just south of the town within Fairfax County and just east of the Loudoun County line. At this writing, the full extension of the Metrorail “Silver Line” through the Reston and Herndon areas to Dulles Airport and Loudoun County is expected to be completed by the year 2015. However, project timelines and funding schemes have shifted many times in recent years.

redevelopment in accord with the following Redevelopment Criteria. These areas may be suitable for a change of use and especially for a mix of uses on various sites or even within particular buildings. Any new development or redevelopment will impact existing development and the 2030 Comprehensive Plan does not propose any specific zoning map changes.

some form of residential use. Compatibility with existing residential neighborhoods will be a key factor in evaluating development proposals.

Redevelopment to large scale commercial or any other use that is not residential is generally not supported. The town generally encourages

rezoning and redevelopment for residential use, in accord with the Redevelopment Criteria.

Redevelopment Criteria

Any property designated Office Parks and Flexible Space, Regional Corridor Mixed-Use, Adaptive Area – Residential or Adaptive Area that is contemplated for redevelopment through an application for site plan or rezoning needs to be evaluated based on the following

redemption criteria. The following criteria are to be considered when evaluating the compatibility of a particular proposal, along with other considerations to advance sound planning and the public welfare with regard to specific locations and properties:

1. Where the property proposed for development adjoins areas that are Neighborhood Conservation, potential impacts upon the residential area should be a primary factor. The effectiveness of mitigation of those impacts through physical separation as well as constructed and vegetated buffer treatments shall be a major consideration in evaluating proposals.
2. Compatibility with existing land use and zoning shall be a primary factor, particularly where there are stable long-term uses in place.
3. Industrial uses shall be considered only when they can demonstrate excellence in meeting performance standards of the zoning ordinance, excellence in site design and buffering and avoidance of negative impacts on the environment.
4. The extent to which a proposal features beneficial consolidation of parcels with an effective master plan of development.
5. The extent to which a proposal removes a property from a non-conforming status with respect to the zoning ordinance or if conforming due to a variance, the extent to which the proposal removes the current use and provides for a use allowed in the applicable zoning district.
6. Public Services Impact: Development applications should be evaluated for their impact on public services. For example, commercial and residential uses should have easy access to mass transit routes and public recreation areas. Impacts on schools, parks and recreation, public safety, water and sewer infrastructure, transportation and traffic impact must be mitigated or alleviated in development applications.
7. Use of environmentally sound practices including green roofs, natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers. Use of natural site amenities (e.g., quality trees, streams, etc.) through sensitive building placement, street and parking lot design/construction.
8. Efforts to minimize the amount of impervious surface and provision of stormwater management facilities which can be retained as open space amenities. Use of bioretention and best management practices for stormwater retention wherever possible.
9. Mitigation of noise impacts of the development and/or adjacent streets.

10. Provision of wired fiber optic, wireless capabilities or other technologies to eliminate the need for satellite dishes in commercial and residential areas.
11. Placement of native trees and woody vegetation for energy conservation and other positive impacts. Planting of canopy shade trees in planting islands, serving to provide shade, reduce heat, absorb stormwater and visually break up large parking areas.
12. Use of architectural masses scaled to relate positively to the site and to adjacent uses through consideration of building size, design, siting, setbacks and landscaping.
13. Mitigation of height impacts of proposed structures on existing neighboring structures through consideration of factors such as architectural design, provision of generous buffer areas, and avoidance of blocking sunlight to adjacent structures; neighborhood reception to the proposal should be considered.
14. Use of structured parking whenever possible; integrate parking decks into overall building architecture.
15. Provision of secure bicycle parking areas.
16. Incorporation of pedestrian plazas at major building entrances, featuring special paving, seating, plantings and water features such as fountains.
17. Provision of outdoor architectural elements such as trellises, kiosks, public art and bus shelters.
18. Integration of on-site service (e.g., loading areas, trash collection containers, or utility substations) and amenity features into overall functional and design scheme; provision of a high quality image to all off-site public views.
19. Placement of utility lines underground, screening and landscaping utility substations and service areas from public view.
20. Assistance with the provision of a continuous pedestrian/open space system linking the project to existing and planned community amenities and activity nodes.
21. Consolidation of parcels wherever possible. This results in opportunities for better site design, more efficient use of site, better drainage controls, fewer curb cuts, and better landscape design.

Green Streets

Green Streets are defined as an open space strip of 25 feet in width to be provided adjacent to the public right-of-way. Green streets provide a natural buffer between the road and the building, providing a green corridor on each side of the designated thoroughfares. Berms, understory vegetation, ground covers and the preservation of

existing natural areas are supported under this land use designation. The Green Streets policy is implemented through the Town of Herndon Zoning Ordinance. The Green Streets policies generally apply to the following streets or rights-of-way:

1. Elden Street, excluding the downtown area;
2. Herndon Parkway;
3. Washington and Old Dominion Railroad Regional Trail;
4. Spring Street, from the eastern town boundary to Van Buren Street;
5. Van Buren Street, from Spring Street to Elden Street;
6. Dranesville Road, from the northern town boundary to Park Avenue;
7. Sterling Road.

Green Streets Land Use Policies

1. Buffers strips, tree plantings and other features should be provided per the zoning ordinance.
2. Structures, automobile parking areas or other impervious area should be located outside the Green Streets buffer area.
3. Sidewalks, driveways for ingress and egress, and signs are permissible in the Green Streets buffer area.
4. Placement of stormwater management ponds in the Green Streets buffer area is discouraged.

Where there is conflict or inconsistency between the provisions of Green Streets and Downtown Streetscape, the Downtown Streetscape approach prevails. The Herndon Zoning Ordinance Section 78-511(1) (Village Streets)

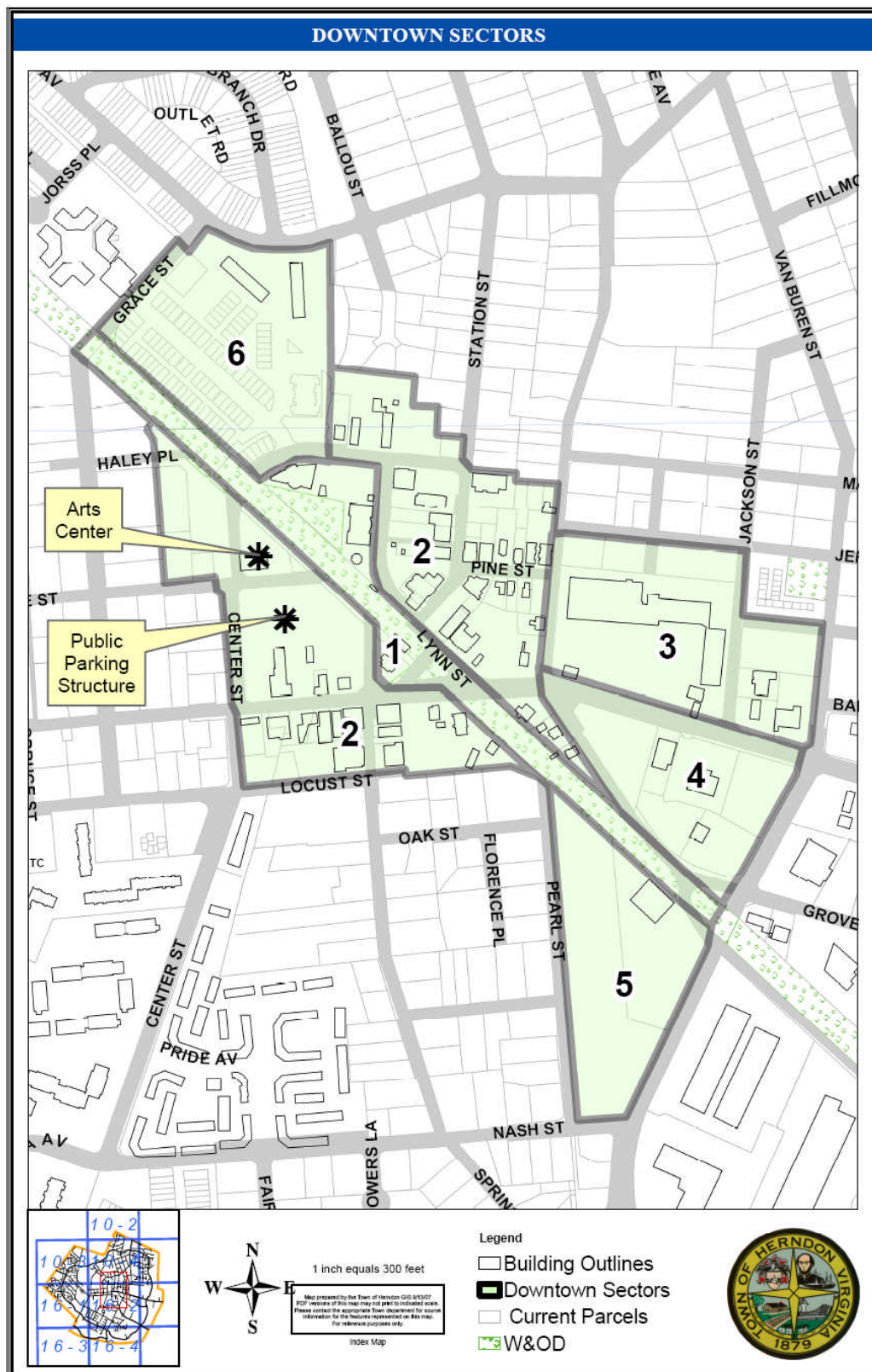
should be amended when the 2030 Comprehensive Plan is adopted, to be consistent with the comprehensive plan terminology “Downtown Streetscape” replacing “Village Streets.

The Herndon Downtown – Vision and Specific Land Use Policies

The Herndon Downtown is designated and further divided into six sectors as shown on Map C. The geographic area identified as the Herndon Downtown is the traditional core commercial area of the town which is an Adaptive Area. Public, commercial and residential uses are supported in the downtown. Land use policies in the downtown are guided by both the underlying land use designation

(Community Facilities or Adaptive Area) and the vision, goals, objectives and policies set forth below. The intent of the Herndon Downtown policy is to ensure the integration of redevelopment with the unique heritage assets of Herndon's traditional commercial center and surrounding residential areas.

Map C: Town of Herndon Downtown Sectors Map (Full scale map available at www.herndon-va.gov or through the Department of Community Development)



Vision Statement

Downtown Herndon will be a thriving, vibrant location reflecting a variety of commercial environments that have existed in Herndon, along with new downtown development; where a unique, properly-scaled town commercial center includes a mix of complementary retail, civic, arts, entertainment, office, and residential uses, including restaurants, personal services, lodging and other businesses; where an attractive pedestrian environment links public spaces and facilities; where traffic flow is managed and calmed; where a variety of public and private parking facilities are available, yet visually obscured; where business is complemented by year-round festivals, concerts and special events.

Goals for the Herndon Downtown

1. Maintain and enhance Herndon's Downtown image as an attractive entertainment destination.
2. Provide a complementary mixed-use emphasis in the downtown, encouraging a sense of community as well as day and evening activity and street life.
3. Create a special sense of place and cohesion by blending new development of appropriate scale, design and use with existing uses.
4. Encourage complementary redevelopment, retail expansion and new residential development in all Downtown Sectors.
5. Create a safe, pedestrian-friendly environment while providing for reasonable traffic circulation, adequate parking and appropriate lighting.
6. Create a singularly attractive downtown where property owners, as well as the town government, enhance public and private spaces with enhancement projects and attention to property maintenance, landscaping plants and other features.
7. Consistent with the goals and objectives of the Heritage Preservation chapter of this plan, distinguish the town from its surroundings through appropriate preservation and adaptive re-use.

Selected Goals with Objectives

GOAL 1: Maintain and enhance Herndon's Downtown image as an attractive entertainment destination:

OBJECTIVE 1: Continue to provide a full program of concerts, festivals and special events;

OBJECTIVE 2: Promote entertainment venues in the downtown and seek additional activities through an arts center and other public or private venues.

GOAL 3: Create a special sense of place and cohesion by blending new development of appropriate scale and character with existing uses:

OBJECTIVE 1: Manage growth so that new development is compatible with heritage structures and with the unique atmosphere of the surrounding residential areas;

OBJECTIVE 2: Minimize any adverse impacts that development or redevelopment would have on single-family residential neighborhoods surrounding the downtown;

OBJECTIVE 3: Guide urban design through the Downtown Heritage Preservation Zoning District, the Heritage Handbook and the associated review process, and the Fortnightly Neighborhood Urban Design Guidelines;

OBJECTIVE 4: Codify the Heritage Handbook guidelines as appropriate so that the guidelines become ordinance after Town Council consideration and action.

GOAL 4: Encourage complementary redevelopment, retail expansion and new residential development in all Downtown Sectors:

OBJECTIVE 1: Allow possible higher density commercial and residential redevelopment in the downtown core, using Planned Development-Downtown (PD-D) zoning which includes mixed-use within a 50 foot height limit;

OBJECTIVE 2: Support the core commercial areas of the downtown with housing extending to areas such as the Townes at Herndon Centre, Fortnightly Square and the Herndon Lumber site;

OBJECTIVE 3: Expand the commercial core through redevelopment of the Pines Shopping Center and nearby properties as a potential rezoning to Planned Development-Downtown (PD-D) with building heights and development intensity stepping down toward the eastern end of this land block and also toward the northern edge along Jefferson Street;

OBJECTIVE 4: Create illustrative redevelopment concepts and schematics in cooperation with local businesses and the organizations that represent them.

GOAL 5: Create a pedestrian-friendly environment while providing for reasonable traffic circulation and adequate parking:

OBJECTIVE 1: Encourage walking by linking residential and commercial areas utilizing sidewalks, trails and design amenities including sufficient lighting;

OBJECTIVE 2: Provide sufficient parking, including Public Shared Parking; pursue opportunities to create a balance of convenient parking that is distributed on various blocks, with an emphasis toward locations that are behind or apart from the primary commercial storefronts;

OBJECTIVE 3: Accommodate shuttle bus and transit bus stops in any new development or redevelopment;

OBJECTIVE 4: Provide significant street and intersection improvements consistent with the Transportation Plan chapter of this plan. Update the 2003 Downtown Traffic Study to include a CORSIM model and simulation of year 2025 buildout conditions during AM, Midday and PM peak hours;

OBJECTIVE 5: Enhance the relationship between activities and land uses on the south side of Elden Street and those on the north side of Elden Street;

OBJECTIVE 6: Ensure fluid and safe pedestrian access on and across Elden Street to create a dynamic synergy throughout the entire downtown;

OBJECTIVE 7: All new green spaces and open spaces that are developed should be open to the public.

GOAL 6: Create a singularly attractive downtown where property owners, as well as the town government, enhance public and private spaces in a variety of ways. Use pride and mutual effort as well as regulatory tools to achieve the highest standards of property maintenance and beautification:

OBJECTIVE 1: Seek additional green space that is accessible to the public. Provide for art in public spaces, especially through the review of development proposals. Seek vegetated public pocket parks;

OBJECTIVE 2: Develop feasible means to place utilities underground; establish a pro rata share account or other mechanism where the town can accumulate contributions toward a coordinated downtown effort, even as undergrounding may not be practical for individual lot development;

OBJECTIVE 3: Secure funding to complete the Downtown Streetscape project currently under design and to extend similar public improvements to additional streets in the downtown.

Land Use Policies by Sector

Certain policies and planning approaches apply to specific Downtown Sectors as shown on Map C. The general approach that is appropriate for this area is traditional town planning or new urbanism. This concept embraces the traditional street grid with buildings along the streets and without setbacks other than enhanced streetscapes. The town seeks a cohesive street wall that respects the heritage character and avoids deep setbacks and parking in the front of buildings. On-street parking is encouraged and other parking is to be completely enclosed within structures or placed in the rear of

buildings. Preservation of existing structures is encouraged, especially where there is a continuous fabric with a number of heritage buildings along a given street. Certain structures of a generic concrete block construction may not be appropriate for preservation despite their age. Rather, the town seeks redevelopment in a form and with a high level of quality that reflects turn of the century heritage for Virginia towns and cities. The Herndon Heritage Preservation Handbook (forthcoming in 2008 and as amended thereafter) and the zoning ordinance should be consulted for all development in the downtown.

Sector 1

This area of the downtown is focused on major public facilities and civic activities. Sector 1 includes the Herndon Municipal Center complex which includes the Herndon Council Chambers, the Herndon Fortnightly Library, the Town Green concert area and the Municipal Center building itself. The “old” Town Hall and green on Elden Street, the W&OD Trail and the Herndon Harbor House complex are part of this sector as well.

The plan encourages these long-term major public uses. This plan encourages enhancement

of the properties over time, through maintenance and minor improvements such as streetscape upgrade and replacement. Open spaces are to be kept largely intact. The parking lot at the corner of Center Street and Lynn Street should be retained as a potential area for future expansion of the Municipal Building or other public use. Parking could be maintained at the ground level with a structure above. The entrance on Center Street serving both the Fortnightly Library and the Municipal Center should remain if this portion of the property is developed.

Sector 2

This core area of the downtown is appropriate for relatively dense redevelopment. Consolidation of parcels is supported and this would include vacation of relatively small portions of public right-of-way to support coherent development. The appropriate density may range up to a floor area ratio of 2.5 with a height limit of fifty feet, as allowed by the current PD-D zoning district when special criteria listed in the zoning ordinance are met. However, reduced height and building mass and enhanced buffering are appropriate in areas where Sector 2 borders properties with single-family detached zoning. The former Dominion Virginia Power parcels and the Town land bounded by Vine Street, Center Street and the W&OD Trail right-of-way are appropriate for

residential use only. These parcel areas are designated Adaptive Area-Residential.

Sector 2 should also include public facilities with physical linkage to the W&OD Trail, the Herndon Municipal Center Complex and other open space areas. These facilities should include public shared parking, an arts center and high quality open space which may combine pedestrian and bicycle amenities, planted “green” areas and plaza areas with notable features such as fountains or other focal points and gathering spaces. Three small parcels located on Monroe Street and backing up to the W&OD Trail property carry the base land use designation of Business Corridor. These are the only parcels in the downtown area carrying that designation.

Sector 3

Areas bounded by Elden Street, Monroe Street, Jefferson Street and Van Buren Street are included in Sector 3. This area is appropriate for relatively dense redevelopment with buildings forming a wall along the street and parking placed out of sight from the street, generally in a parking structure. This area is appropriate for PD-D rezoning, although the maximum floor area ratio should be less dense than the Sector 2 core, with a total floor area ratio of 2.0 or less.

This area includes the Pines Shopping Center property. This plan encourages redevelopment of this property as well as others. Appropriate transitions to the Heritage Preservation District residential neighborhood bordering along Jefferson Street must be included in redevelopment. These transitions could include lower building heights set back from Jefferson Street and smaller-scale buildings with facades that reflect the heritage district residential areas.

Building heights should also be somewhat reduced at the east end of the development, making a transition to the more suburban environment that exists along Elden Street east

Sector 4

This area includes a mixed-use development (tax map 16-2-002, parcels 200A, 200B, 200C and 200D; bounded by Elden, Van Buren and Monroe Streets) that features several retail and office uses with enhanced streetscape. Buildings

of Van Buren Street. Note that the Gaslight Square residential condominium property and the Jefferson Street Park parcel are not included in Sector 3.

are set back from the street. This area makes a transition from the core downtown form of development to the more suburban development that exists along the rest of the Elden Street corridor eastward to Reston.

Sector 5

This sector consists entirely of the former “Herndon Lumber” site on tax map 16-2-002, parcel 134A and 135A. This site is currently expected to be developed per the approved

Timber Ridge site plan that consists of mixed residential use, predominately townhouse development.

Sector 6

This sector features the Fortnightly Square development that is currently nearing completion of construction. This sector also includes the adjacent Park Avenue Square apartment’s property that is encouraged to be redeveloped in a manner consistent with Fortnightly Square. This redevelopment would provide an important public trail facility that will bring the Folly Lick/Spring Branch Trail directly into the downtown. A trail facility on this property represents one of a small handful of remaining missing segments to complete this

important trail. The Folly Lick Trail offers the opportunity to form a loop from the W&OD Trail, northward along the Sugarland Run Trail and then circling back southward along Fairfax County trails to re-enter the town and proceed southward to the W&OD Trail in the downtown.

Development in this sector is guided by the Fortnightly Neighborhood Urban Design Guidelines, hereby incorporated by reference. Design objectives for development in this sector are:

1. To foster a sense of place, arrival and community;
2. To orient buildings to the street;
3. To create an attractive pedestrian environment;
4. To encourage compatible development that relates positively to surrounding neighborhoods and the downtown core;
5. To integrate Herndon Harbor House and the Herndon Senior Center with the downtown core of Herndon.

Development/redevelopment in this sector should create an urban environment. To maintain an urban setting and to prevent parking facilities from being a dominant feature, a reduced number of off-street parking space(s) per unit may be appropriate. Parking should be provided on-street and in private garages wherever possible. Conversion of garage space to living space or any use other than parking of personal vehicles of the residents shall not be permitted. On-street parking within the boundaries of the sector may be viewed as a partial means of meeting the parking requirement. Where surface lots are provided, they should be located in the interior of the block, to allow the street frontage to be used for attractive buildings and to prevent direct views of expanses of parking lots. Some commercial parking should be provided off-site through the town's Public Shared Parking program.

To create an urban sense of place, streets should be characterized by consistent edges defined by buildings, landscaping, and streetscape features. Diverse, yet complementary, uses should be located along Center Street (opposite the Fortnightly Library) as well as the southern portion of Fortnightly Boulevard and Branch Drive. Ground level business uses, such as neighborhood services, retail, or small offices, and upper story residential would be appropriate. A small hotel or inn would also be an appropriate use fronting on Center Street. In keeping with the urban street design, the residential uses should also create street walls. Residential uses should be located along Fortnightly Boulevard, Branch Drive and the W&OD Trail. Buildings should be clad in brick. Streets and buildings should be designed to be pedestrian friendly and adherence to the town's Downtown Streetscape standards is important for this purpose.

Sector 6 helps to provide a critical mass of residential development to help sustain and fortify the market for downtown businesses. A higher residential density is, therefore, appropriate as long as it is part of a master plan that adheres to the design guidelines.

Within Sector 6, 44 existing residences would be affected by redevelopment. These residences are part of the Park Avenue Apartment rental complex. Because of zoning use and structural nonconformities, and because these units are nearing the end of their initial life cycle (35 years), the Park Avenue apartments are deemed to constitute "substandard dwellings." Note that the base land use designation for this property is Adaptive Area –Residential.

Temporary or permanent relocation of residents shall comply with (a) Fairfax County Relocation Guidelines, adopted by the Fairfax County Board of Supervisors in June 1993, and (b) the Park Avenue Apartments Relocation Plan, dated March 19, 1999, or as may be amended. Both documents were prepared by the Relocation Services Branch of the Housing Management Division of the Fairfax County Department of Housing and Community Development and both documents are incorporated by reference. The goal of the town in adopting these guidelines and of this element of the comprehensive plan is to mitigate the possible disruption of these residents and to facilitate their relocation within new dwelling units with the town, Fairfax County or elsewhere. These guidelines provide a method for the temporary relocation, if necessary, of such persons living in Sector 6 and also a method of providing (unless already available) decent, safe, and sanitary dwellings in the town or Fairfax County substantially equal in number to the number of substandard dwellings to be cleared from Sector 6, at rents within the financial reach of the income groups displaced from such substandard dwellings.

Downtown Public Shared Parking

During the early 1990s, the Town developed a unique program to provide public parking for downtown businesses. The program currently provides 218 unassigned parking spaces in four municipal parking lots. Through an ordinance established in 1996, commercial properties can opt to participate in a capital cost share with the Town to provide parking for a business use that would otherwise be required to provide on-site parking. At this writing 203 of the 218 spaces developed by the town are subscribed through

contractual agreements with various downtown businesses.

The town's current plan is to consolidate three of the surface parking lots into a parking structure as part of a public-private mixed-use development in the downtown. The town is also seeking some additional capacity within this parking structure to allow for future small business participation in the Public Shared Parking program.

Downtown Streetscape

The adopted Downtown Streetscape Map (Map D) identifies streets that are subject to the Downtown Streetscape policies. These streets are located in downtown Herndon where the pedestrian environment requires a special emphasis to visually establish the connectivity of the downtown through the creation of streetscape standards. There are two types of Downtown Streetscape: Residential and Commercial. The following Downtown Streetscape Map details the desired location for Residential and Commercial Streetscape. The Town Council may change the Downtown Streetscape designation during the development plan review and approval process, if the current designation is inconsistent with the proposed use. For detailed streetscape standards, see Guidelines for the Planning and Design of the

Town Streetscape Projects document (Draft July 2008, adoption anticipated November 2008) as well as the Herndon Heritage Preservation Handbook (as amended).

The purpose of the Downtown Streetscape policies is to maintain and to enhance Herndon's traditional character of a walkable and inviting small town. The Downtown streetscape policies and standards help create public rights-of-way that have a comfortable pedestrian scale and continuity of the built environment, while using visual elements that link the past with the present. Streetscape elements are to include sidewalk pavement, street lighting, street trees and plant materials, and streetscape furnishings, such as benches and trash receptacles.

Downtown Streetscape Land Use Policies:

1. Strive to implement and construct Downtown Streetscape as shown on the map.
2. Assure a design character in public spaces that respects Herndon's unique attributes and is consistent with heritage preservation concepts.
3. Successfully blend Herndon's traditional and existing streetscape with proposed new construction and infill development.
4. Implement the Downtown Streetscape by requiring developers to construct these elements as part of the right-of-way improvements for any site.

Town of Herndon Downtown Streetscape Map

Legend

- Streetscape**
 - Commercial
 - Residential
- Pavement Edge**
 - BRIDGE/OVERPASS
 - MEDIAN
- ROAD TYPE**
 - PAVED ROAD
 - UNPAVED ROAD

North Arrow

Scale
1 inch equals 440 feet

Locator Map

Map Notes

All property lines, lot numbers, and other information shown on this map are for informational purposes only. This map is not to be used for legal purposes. For more information, please contact the Town of Herndon.

Commercial Streetscape Standards

The main focus of the Downtown Streetscape policy is the Commercial Streetscape Standard. This standard features a minimum 12-foot width brick or brick paver streetscape with raised

planting beds, street trees and special heritage streetlights. The details of this streetscape standard are illustrated on the diagrams on the following pages.

Residential Streetscape Standards

The Residential Streetscape Standard is a concrete sidewalk meeting the Americans with Disabilities Act standards and featuring a special dimple pattern that was used historically in Herndon. All streetlights in the residential streetscape area are to be the special heritage streetlights, such as the HADCO Acorn or equivalent. Where practical, with subdivision development occurring after the date of adoption of this plan, the Downtown Residential Streetscape should include a five-foot strip planted with grass between the sidewalk and the drainage way or pavement. Where necessary, an easement may be used for sidewalk construction on land abutting the right-of-way. Where a five-

foot width is impractical, the grass strip should be a minimum of two-feet in width. Section 78-513 of the Herndon Zoning Ordinance requires the provision of curb, gutter and sidewalk, with provisions of a waiver when curb and gutter are not already present in the neighborhood and when the street is not on the town's plan for installation of curb and gutters. For such areas [subject to a waiver] standard concrete curb and gutter installation may not be appropriate or desirable, as the existing ditch drainage may be preferred. However, if effective stormwater management requires curb and gutter, it should be carefully planned and sensitively implemented.



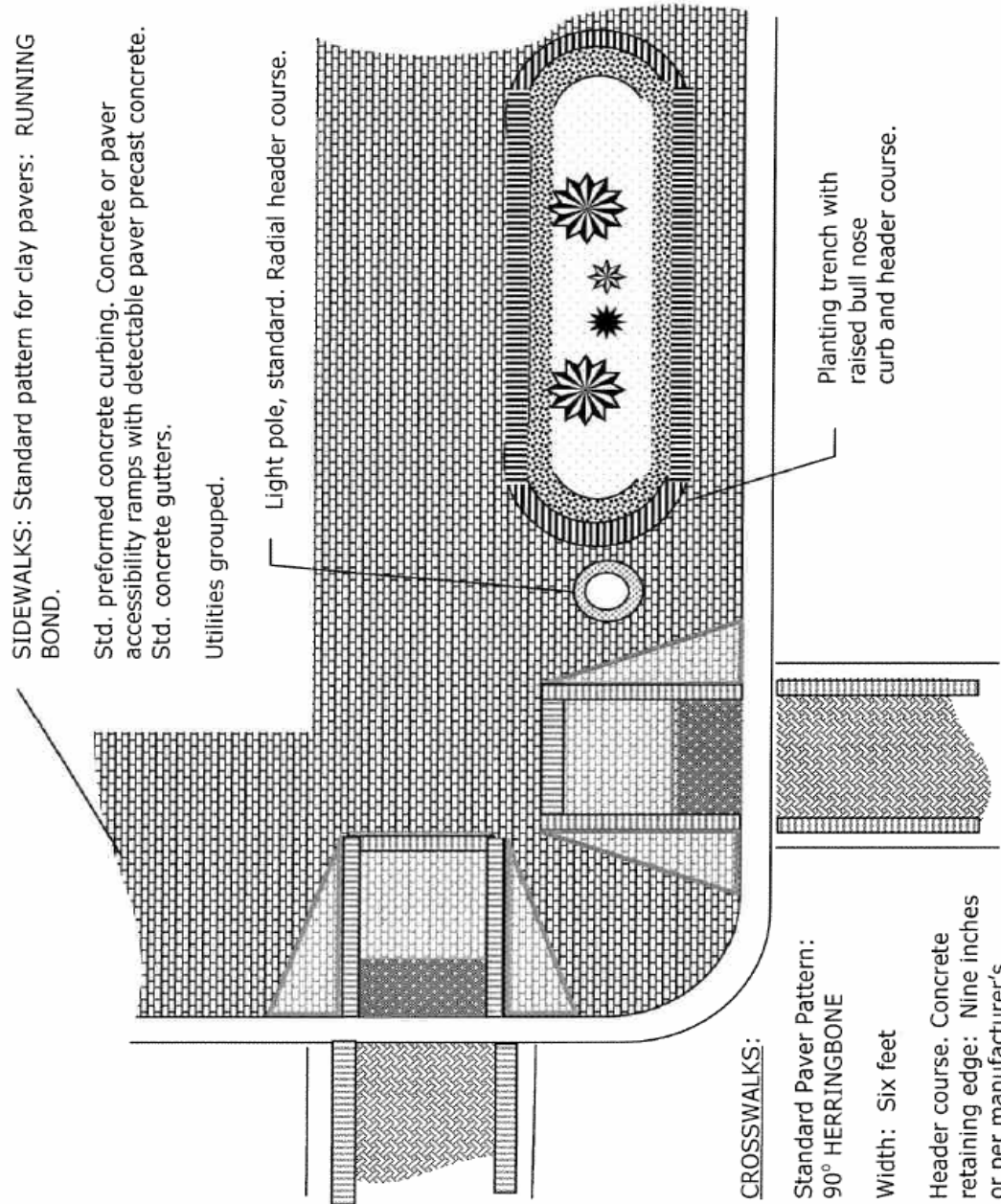
CONCEPT DESIGN: SIDEWALK, CROSSWALK, ACCESSIBILITY RAMPS

SIDEWALKS: Standard pattern for clay pavers: RUNNING BOND.

Std. preformed concrete curbing. Concrete or paver accessibility ramps with detectable paver precast concrete. Std. concrete gutters.

Utilities grouped.

Light pole, standard. Radial header course.



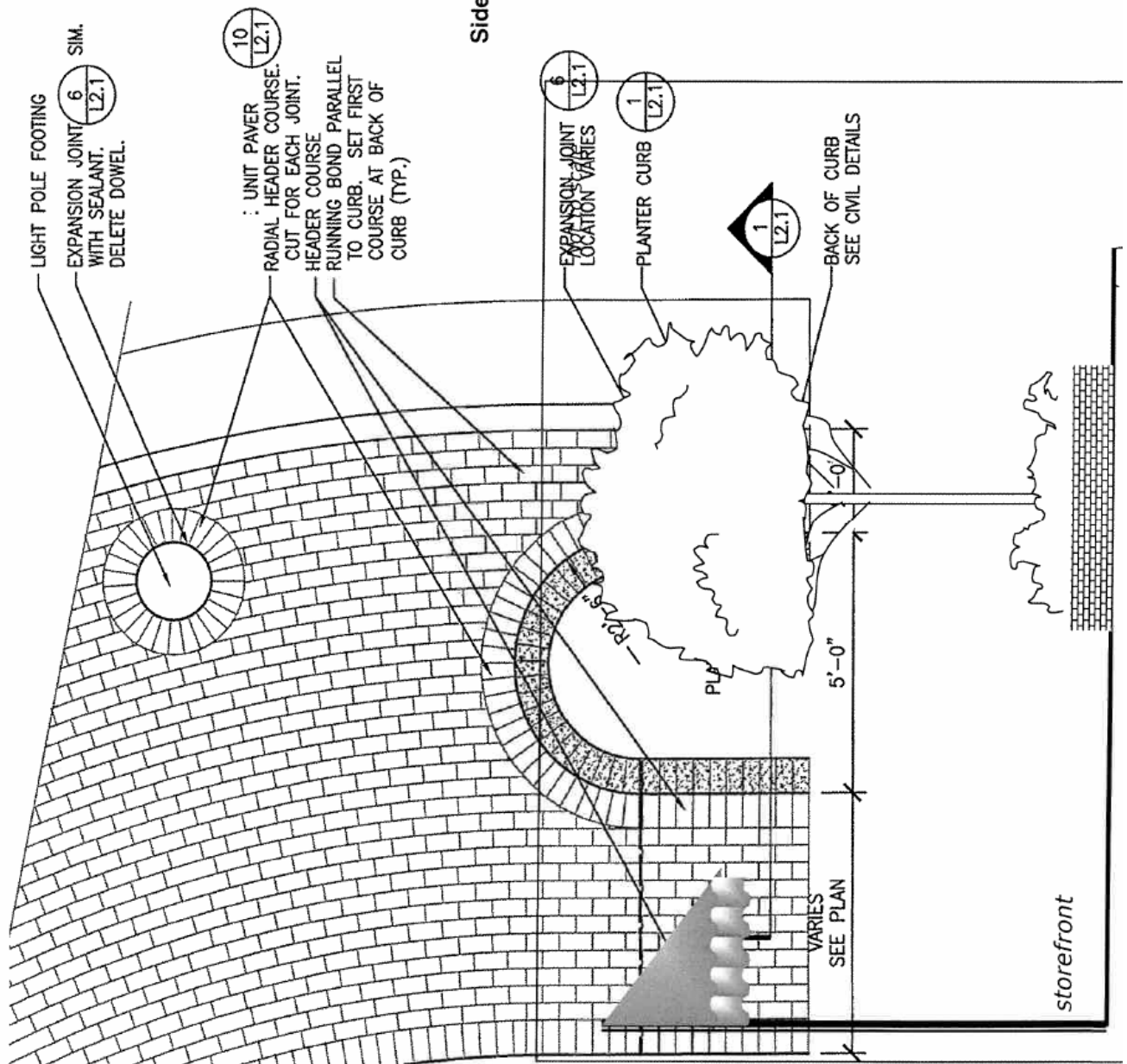
CROSSWALKS:

Standard Paver Pattern:
90° HERRINGBONE

Width: Six feet

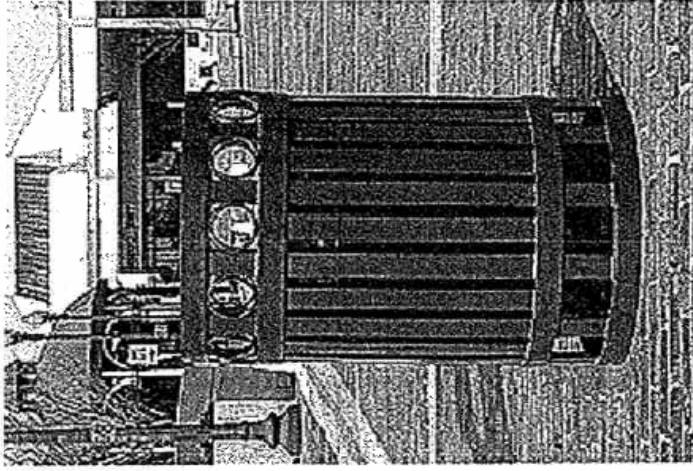
Header course. Concrete retaining edge: Nine inches or per manufacturer's instructions

Planting trench with raised bull nose curb and header course.



Sidewalk Enlargement 1

Streetscape Trash Receptacle

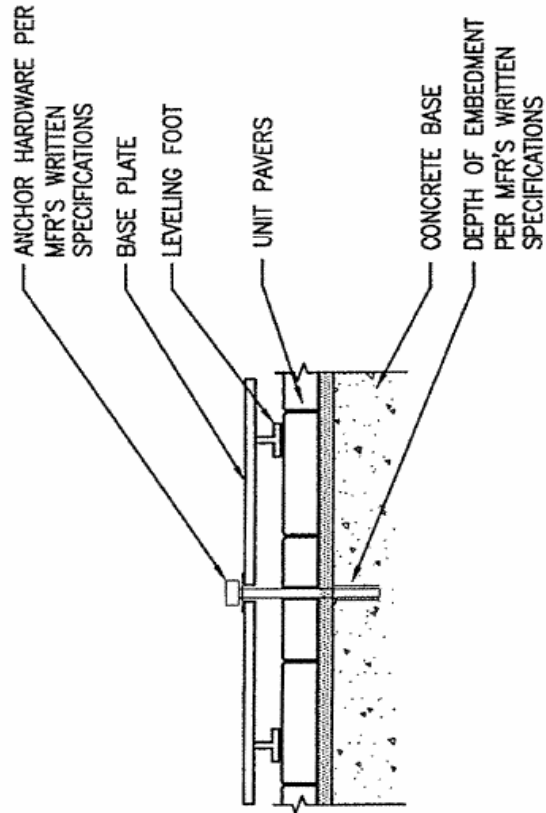


MANUFACTURER:
VICTOR STANLEY, INC.; DUNKIRK, MD; (301) 855-8300

MODEL AND OPTIONS:
FC-12 CONCOURSE LITTER RECEPTACLE
36 GALLON CAPACITY
S-1 STEEL DOME LID
BLACK POWDER COAT ALL STEEL
SURFACE MOUNT

NOTES:

1. PROVIDE PRODUCTS AS INDICATED OR EQUAL APPROVED BY OWNER'S REPRESENTATIVE.
2. ANCHOR TO CONCRETE BASE UNDER PAVERS PER MFR'S WRITTEN SPECIFICATIONS.

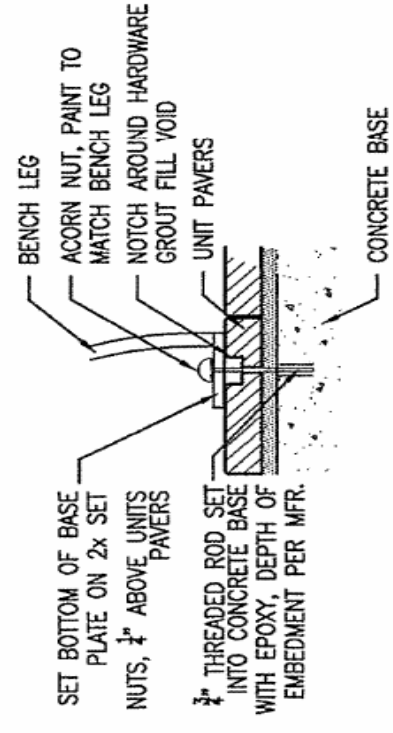


MANUFACTURER:
VICTOR STANLEY, INC.
DUNKIRK, MD
(301) 855-8300

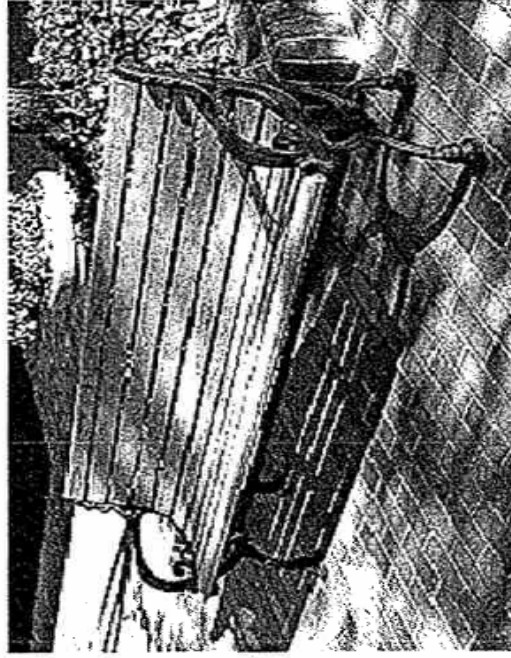
MODEL AND OPTIONS:
C-10 CLASSIC SERIES
CAST IRON FRAME
IPE SLATS
(2) ARMS
TAMPER RESISTANT GROUND ANCHOR HARDWARE
6' LENGTH
MEDALLIONS: BRONZE CAST WITH DEPOT MOTIF AS APPROVED BY THE TOWN
OF HERNDON
BLACK POWDER COAT ALL METAL

NOTES:

1. PROVIDE PRODUCTS AS INDICATED OR EQUAL APPROVED BY OWNER'S REPRESENTATIVE.
2. ANCHOR TO CONCRETE BASE UNDER PAVERS PER MFR'S WRITTEN SPECIFICATIONS.



Streetscape Bench



IV. The Natural Environment

Due to the development pressures from population and economic growth in the region, much of northern Virginia's natural environment has been replaced with residential, commercial and office developments. The natural areas in town include four natural parks - Runnymede, Stanton, Monroe Street and Spring Street – and the publicly and privately owned floodplain areas. With limited green space and the air and water pollution generated by the built environment, protecting our natural resources becomes more critical. State and

federal mandates have required the town to implement environmentally sensible policies relating to recycling, stormwater management and stream buffers. While the town's existing policies meet the mandates, the town should encourage and support pollution control measures and environmental policies that surpass the minimum requirements, thereby improving the environment and natural resources throughout the town. The town should emphasize environmental stewardship and be a leader in environmental policy.

Existing Environmental Policies

While the town can be classified as a suburban environment, there are many natural resources in the town that should be preserved to the extent possible. The natural features in the town of Herndon have experienced several different stages of alteration. Original forested areas were

converted to farmland. As development pressures mounted from the growth of the Washington, D.C. area, the farmland gave way to the development of homes, businesses, roadways and public facilities.

Land Features

The land's geology and soils can dictate what type of development is appropriate for a particular site. The Town of Herndon is within the Piedmont physiographic province of Virginia in an area known as the Piedmont Lowlands. In the north part of Herndon, where the Barker Hill and Dominion Ridge subdivisions are located, there are remnants of older metamorphic rocks (schists). Hardened sandstones and igneous diabase rocks are underneath Herndon as a product of past volcanic activity. These rocks are the dominant factor in the existing topography of Herndon and are very resistant to weathering and erosion. The current drainage patterns and topographic contours of the town have resulted from these underlying rocks and their erosion over time.

Soils found in the town come from the geology of the underlying rock. Sandstone and diabase are the primary materials for most of the town's soils. Associations of soils found within the town include Calverton-Brecknock-Croton, Penn-Bucks-Calverton, Kelly-Brecknock-Catlett, Brecknock-Catlett-Croton and Glenelg-Eliok-Manor. Most of the soils within the town are suitable for development, if proper soil conservation measures are implemented. However, large areas of the town may be constrained due to a high water table and rocky terrain, which can preclude the construction of basements. In addition, Herndon does have another type of problematic soil, known as the orange soils group, and it can be found throughout the town. The orange soils have shrink-swell characteristics that can cause

footings to break and house walls to crack. Proper building techniques, in accordance with local codes, can eliminate these concerns. These techniques include anchoring footings to the parent rock and removing and replacing problem soils along the foundation.

Current soil information is based on the soil identification map of Fairfax County, Virginia,

dated 1972. Fairfax County is in the process of updating a soil survey for the entire county, including Herndon. The Northern Virginia Soil and Water Conservation District has completed a field survey. The new soil survey will be published during 2008. A GIS data layer will be available to the Town and a web application will make the data available at websoilsurvey.nrcs.usda.gov.

Water

The town relies on surface water withdrawals from the Potomac River (primary source) and the Occoquan Reservoir (emergency use). The town purchases its water from the Fairfax County Water Authority. Water from the authority is treated at two water treatment plants within the county. One is the Corbalis plant, just north of the town, and the other is the Lorton plant on the Occoquan Reservoir. It is anticipated that these sources of water are more than adequate to serve the town in the future.

Watershed and waterways in the town are important natural resources. A watershed is an area of land that drains all of its water to one river or water body. As shown on the map, the two watersheds in the Town of Herndon are Sugarland Run and Horsepen Creek. Currently, Fairfax County is working on developing management plans for all 30 watersheds, which will be completed over the next several years. Watershed management planning takes a holistic approach to maintaining the ecological integrity of stream corridors. The town staff will be part of the county process when it develops plans for the watersheds that include the town: Sugarland Run and Horsepen Creek. The plans, developed using community input, will analyze current stream conditions and anticipate future conditions to develop goals and objectives to maintain or enhance the ecological integrity of the watershed.

The associated waterways in the town's watersheds are Sugarland Run, Folly Lick



Branch and Spring Branch. Spring Branch is a tributary of the Folly Lick Branch, which in turn is a tributary of Sugarland Run. At one time, both Sugarland Run and Folly Lick Branch were fed by a number of small tributaries cutting through the landscape. With development, however, many of these small tributaries have been bulldozed or covered and turned into storm sewers. All of these man-made structures – piped streams, swales, storm drains and storm sewers – that are built to handle stormwater are integral to water quality protection efforts within the town, because they eventually connect to the town's natural stream channels.

To protect the town's waterways, the town has several regulations that manage stormwater. Among them are the Chesapeake Bay Preservation regulations, stormwater quantity

regulations, erosion and sediment control practices and the National Pollution Elimination Discharge System (NPDES), Phase II.

Chesapeake Bay Preservation Policies

As a tidewater locality, Herndon must comply with the state's regulations regarding the Chesapeake Bay Preservation requirements. These regulations require that new developments meet stormwater quality regulations for phosphorus removal and provide an undeveloped, 100-foot vegetative buffer along perennial streams. The regulations also require each jurisdiction to have an adopted Chesapeake Bay Preservation Areas map. See Map E for the adopted Chesapeake Bay Preservation Areas Map for the Town of Herndon. Areas identified as Resource Protection Areas (RPAs) on the map show where the 100-foot vegetative buffer should be implemented.

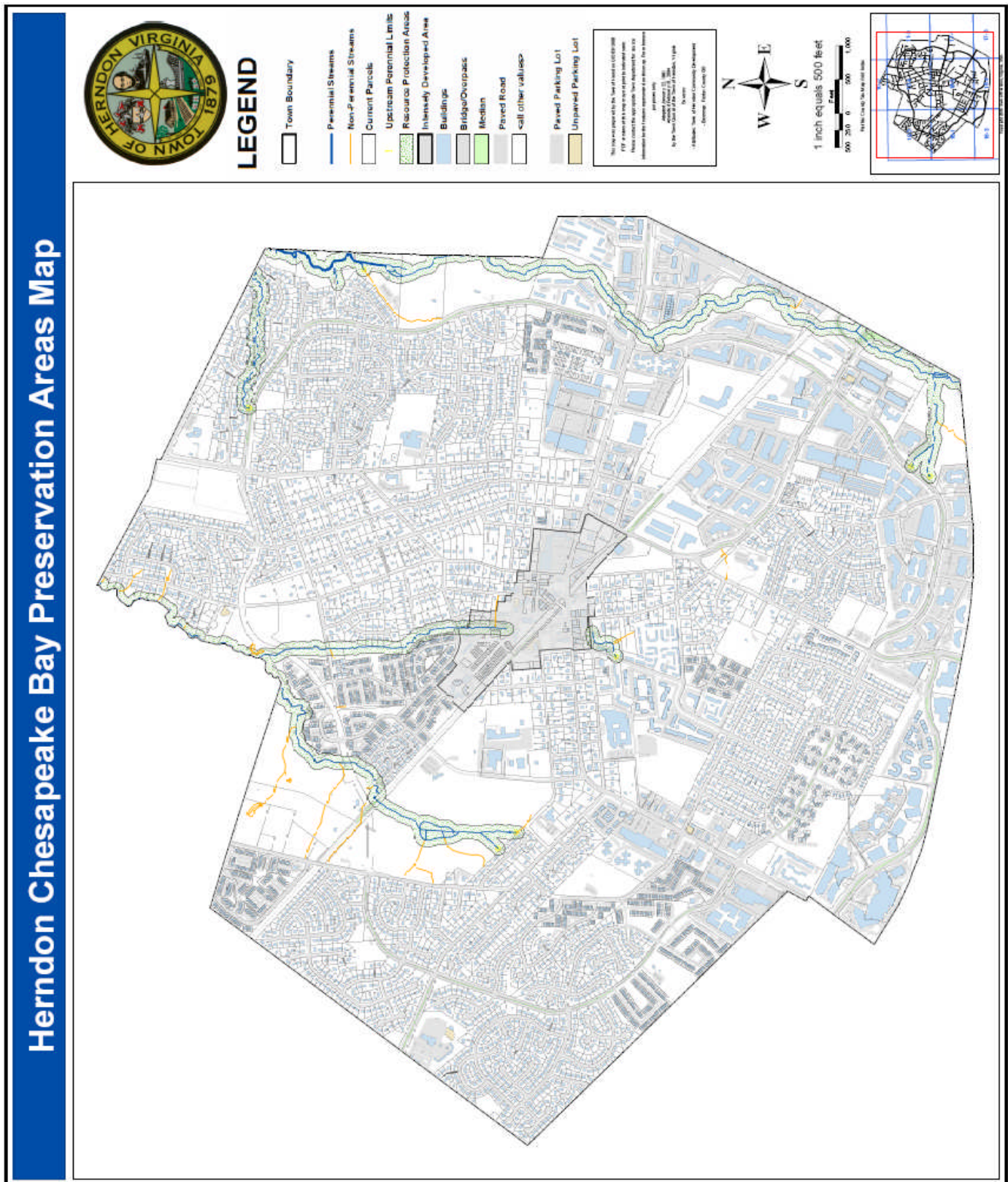
As mandated by the state, the town adopted an ordinance in 1990 to implement and enforce Chesapeake Bay Preservation requirements.

The Chesapeake Bay Local Assistance Board (CBLAD) found the town's ordinance consistent on June 25, 1993. The state amended and refined these management regulations in 2001, which required affected localities to amend their regulations to be consistent with the new policies. CBLAD found the town's amended regulations to be consistent with state policy on December 31, 2004. The town's Chesapeake Bay Preservation ordinance is administered and enforced under the town's zoning ordinance.

The state also required each tidewater locality to include a Chesapeake Bay Preservation chapter in its comprehensive plan. The Town Council adopted this plan on May 26, 1998, and CBLAD found the town's plan consistent with these requirements on June 21, 1999. See Appendix A for the adopted plan.



Map E: Town of Herndon Chesapeake Bay Preservation Areas Map (Full scale map available at www.herndon-va.gov or through the Department of Community Development)



Stormwater Quantity and Quality

The town has regulated stormwater quantity for new developments since 1997, under the Town of Herndon Public Facilities Manual. New developments must detain and release stormwater runoff at specific rates to compensate for impervious surfaces created by the development to control the amount and velocity of water runoff from a site. Such techniques include the construction of stormwater dry ponds, infiltration trenches, bioretention facilities, raingardens, and underground facilities that are designed to capture stormwater runoff from a site, detain it and release the captured water over a period of time. These techniques help prevent erosion on adjacent developments and the receiving waterways, to which these facilities are ultimately connected.

With stormwater management requirements becoming increasingly complex, the town adopted a Comprehensive Stormwater Master Plan on June 13, 2000, to identify an implementation strategy for the town regarding existing and future state and federal stormwater mandates as well as other optional stormwater policies the town should consider to protect and improve its waterways. Several strategies were identified to address mandates such as NPDES Phase II and the Chesapeake Bay Preservation ordinance. See Appendix B for the adopted Stormwater Master Plan.

For NPDES Phase II, which stems from the Clean Water Act, the town is required to more closely account for and minimize non-point source pollution within its borders. A variety of

public education campaigns, such as television and radio campaigns and distribution of various publications at public events, have been utilized. Education about stormwater and hazardous waste disposal, along with better tracking and monitoring of the maintenance and operation of these existing stormwater management facilities, are the basic tenants of these regulations. As required, the town submitted its first NPDES Phase II plan and obtained its five year permit in 2003. A new five year plan and permit will be required in 2008.

The town has adopted an Erosion and Sediment (E&S) Control ordinance pursuant to the Virginia Erosion and Sediment Control Law and is in conformance with criteria established by the Virginia Division of Soil and Water Conservation. The purpose of the town's Erosion and Sediment Control ordinance is to prevent the degradation of local soil and water resources as a result of land disturbing activities. The regulations require the developer to provide adequate control of erosion and sedimentation. The town's E&S ordinance also requires the landowner to take necessary measures to preserve and protect trees and other vegetation during all phases of any land disturbing activity. Under the E&S ordinance, landowners proposing land disturbing activity of 2,500 square feet or greater must first submit an Erosion and Sediment Control Plan to the town Department of Public Works. The town's erosion and sediment control requirements are detailed in Chapter 26, Article III of the town code.

Floodplains

In 1979, the Federal Emergency Management Agency (FEMA) conducted a study of flooding potential and hazards in Herndon as part of its national flood insurance program. The study was meant to be used as a tool to assist the town in effective floodplain management. The major

results of this study were a Flood Insurance Rate Map for the Town (effective August 1, 1979) and the subsequent adoption of a Floodplain Overlay District to protect the 100-year floodplain as part of the town's zoning ordinance. No development is allowed in the

Floodplain Overlay District unless the effect of such development is fully offset by accompanying improvements that have been approved by all appropriate state and local authorities. Certain uses such as agricultural, recreational and public utilities and facilities are permitted if the underlying zoning district permits the use and given that the use does not

require structures, fill, or storage of materials and equipment.

Final floodplain maps from FEMA for the town and Fairfax County are expected by 2009. For the town to use the updated maps, the zoning ordinance must be amended through a public hearing process to incorporate the new maps.

Federal Clean Water Act Section 303(d) Total Maximum Daily Load (TMDL) Regulations

Pursuant to federal law, Section 303(d) of the Clean Water Act [33 U.S.C. § 1251 et seq. (1972)], or the Total Maximum Daily Load (TMDL), requires that states identify pollutant-impaired stream segments and report them to the U.S. Environmental Protection Agency every two years (known as the “303(d) list”). A TMDL is a plan that allocates by source the maximum load of a specific pollutant that can enter a water body without exceeding in-stream water quality standards. While the TMDL process is a state responsibility, local governments are significantly affected when it comes time to implement load reductions by source.

Maintaining the quality of our waterways is a challenge. Even with all these regulations, in 2006, Sugarland Run was listed on the 303d TMDL list for failing certain stream health standards. Samples were taken and reported by the Fairfax County Water Authority. Sugarland Run exceeded the amount of *Escherichia coli*, more commonly known as *E. coli*. *E. coli* is always found in feces and is, therefore, a direct indicator of fecal contamination. As the headwaters for this waterway, the town must investigate and remedy its contribution to this contamination, if any. According to the Department of Environmental Quality, a TMDL plan for Sugarland Run must be developed by 2014.

Wetlands

The fill or disruption of wetlands is regulated by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency through Section 404 of the federal Clean Water Act [33 U.S.C. § 1251 et seq. (1972)]. In Virginia, these mandates are enforced by the Department of Environmental Quality as Virginia Water Protection (VWP) permits (non-tidal wetlands). Anyone developing property is responsible for identifying wetlands on a site and obtaining the appropriate wetland permits. The town is required to ensure that the appropriate permits are obtained.

The general locations of major wetlands in the town are identified in the Chesapeake Bay Preservation chapter of the town’s comprehensive plan. However, there has been no attempt made to identify wetland areas outside of the Folly Lick Branch and Sugarland Run mainstem areas. Delineation of these inland wetlands is required under Section 404 of the Clean Water Act during the development process using the U.S. Army Corps of Engineers’ Wetlands Delineation Manual (1987 version). The town will pursue a field mapping of potential non-tidal wetland areas for planning purposes.

Air Quality

Air quality improvements are coordinated on a regional level through the Metropolitan Washington Council of Governments. The Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to set national air quality standards to reduce pollutants that can harm our health and environment. These national standards limit the concentrations of six pollutants that are often found in the air we breathe: carbon monoxide, lead, nitrogen dioxide, ground-level ozone, particulate matter, and sulfur dioxide. Air quality in the Washington region has markedly improved since 1990. However, pollutant levels of ozone and particles are still above the national health standards. As a result, our region does not meet the ozone and particulate matter standards, and is classified as a non-attainment area for these two pollutants.

To determine whether the region's air attains the federal standards for ozone and fine particles, air quality monitors located throughout the Washington region measure pollutant concentrations hundreds of times a day. The nearest testing facility to the Town of Herndon is located in Ashburn. Regional air quality has improved dramatically since the Washington region began monitoring air quality 40–50 years ago. Levels of all six regulated pollutants have dropped significantly. Through 2005, the region continued to make good progress toward reducing levels of ozone and particulate matter. The current air pollution episodes are shorter in duration and affect a smaller area than in

previous years, and maximum pollutant levels are lower. Within the next few years the region expects to see large drops in these pollutants, as a result of new federal and state controls on power plant and vehicle emissions. Nevertheless, additional effort will be required to ensure that the Washington region will attain both the eight-hour ozone and particulate matter standards.

The Town of Herndon helps promote better air quality by obtaining transportation related grants under the Congestion Mitigation for Air Quality (CMAQ) improvement program. This federal program jointly administered by the Federal Highway Administration and the Federal Transit Administration funds state's department of transportation agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources. Herndon has applied for and received several grants to fund initiatives to help improve air quality. Such projects include CMAQ grants for alternative fuel vehicles, trail construction and improved trail crossings, as well as traffic signal synchronization to reduce the vehicle delays and vehicle idling at signalized intersections.

The town recognizes the benefit of urban forestry practices that can be used to reduce the emission of greenhouse gases such as carbon dioxide. In support of the Fairfax County Tree Action Plan, the town will demonstrate its commitment to trees by using parks, schools, and other public lands as examples.

Solid Waste / Recycling

The Town of Herndon has a 20-year integrated solid waste management plan that was approved by the Virginia Department of Environmental Quality on April 25, 2005. Herndon not only meets, but it also exceeds the 25 percent

mandated minimum recycling rate for municipal solid waste collected in the Town of Herndon. Municipal solid waste includes solid waste generated by residential and a portion of commercial-establishments.



Herndon Recycles!

Recyclables should be empty and clean; no food or soiled materials.
Yard Waste should be placed in paper bags.

Recycling YES

IN THE BIN



Plastic bottles & jugs **ONLY**:
Check for the neck!



Metal food
containers



Pill bottles



Glass bottles and jars

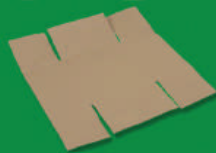


Soda bottles & cans

IN BIN, BAG OR CONTAINER



Junk mail, magazines,
mixed paper and catalogs



Flattened cardboard



Newspapers



Phone
books



Cereal and
cracker boxes

YES AT THE CURB



Grass



Leaves



Brush



Recycling NO



Yogurt, dairy tubs



Plastic bags



Styrofoam packaging



Plastic food
boxes or trays



Aluminum
foil & trays



Foam take-out
containers



Pizza boxes



Hard back books



Paper plates
& napkins



Lids, caps, tops



Ceramics



Lightbulbs



Prescription vials



Pots & pans



Alkaline
batteries

NO AT THE CURB



Propane
Tanks



Rocks



Bricks



Logs
over 6 inches

For more information about recycling in the Town of Herndon, visit us online at www.herndon-va.gov, or call 703-435-6860.

The Town of Herndon provides weekly curb side collection and disposal of trash, yard waste and recyclables for single-family and townhouse residential developments. The town will also collect a set maximum volume for those condominium and commercial places desiring collection by the town. The town will not collect industrial waste. Through an agreement with Fairfax County, the town takes collected trash and recyclables to the I-66 Transfer Station, located at 4618 West Ox Road, and Fairfax County ultimately disposes of it at the I-95 Energy/Resource Recovery Facility – Landfill Complex in Lorton, Virginia. A majority of the yard waste collected by the Town of Herndon is taken to a composting facility in Loudoun County; otherwise it is used as a soil enhancer for town parks. Apartments, industrial parks, and those condominium complexes and commercial businesses not receiving collection by the town or exceeding the maximum set volume, such as restaurants, hotels, and offices are responsible for their waste collection and contract this responsibility to private disposal services.

To prevent unsafe conditions for refuse crews and reduce litter in neighborhoods, the town of Herndon adopted the “Can-It” program in August 2002. These regulations required that all trash, except recyclables, be placed in sturdy trashcans having a maximum capacity of 50 gallons and a maximum load capacity of 50 pounds. In addition, all cans must have lids. The Town provides curbside pick up of bagged grass clippings, bundled brush and leaves for recycling. When disposing of yard waste, brush, branches and tree limbs must be cut in lengths of four feet or less and tied in bundles not weighing more

than 50 pounds. Grass clippings, shrub clippings, weeds, and leaves must be placed in 30-gallon kraft paper recyclable bags. Failure to follow these guidelines results in trash service not being provided and potential fines. During the fall, residents can pile up loose leaves at curbside for pick-up by a vacuum truck. This service is available only once per year per household.

For the remainder of its curbside recycling program, the Town of Herndon supplies blue bins to each single-family and townhouse unit. The following materials can be placed in the bins for recycling: aluminum cans, glass bottles and jars, tin-plated cans and HPDE (milk and water jugs, juice containers, detergent bottles) and PET (two-liter soft drink bottles) plastics. Newspapers, mixed paper, junk mail, magazines, paperboard boxes, phone books and flattened cardboard are also collected for recycling in bins, bags or containers. Consult the town’s website for the latest information on recycling.

In addition to weekly curbside recycling, the town operates a drop off center at the Public Works Town Shop complex. Large disposal bins are provided for the following materials for recycling: mixed paper, corrugated cardboard, telephone books, newspapers, glass bottles and jars, aluminum cans, tin plated cans and HPDE and PET plastics. All recyclables collected from town-owned municipal buildings are sent to a dumpster at Herndon High School, which is maintained by a voluntary student organization called Students Against Global Abuse (SAGA). This group recycles the material and the proceeds are used to fund scholarship programs.

Other Waste Collection Programs

Twice a year, the town offers “Special Collection Days”, which allow residents of single-family and townhouse dwellings to set out bulky household items, such as furniture, appliances, plumbing fixtures and auto parts, including tires (weighing under 50 pounds), and tree trunks and stumps (not exceeding four feet

in length) for curbside pick-up without an additional charge.

In cooperation with Fairfax County, the town has also sponsored a household hazardous waste drop off program. Fairfax County residents can drop off items such as fluorescent light bulbs, acids, automobile fluids, mercury products, oil-

based paint, paint thinner, pesticides, poisons, pool chemicals & rechargeable batteries. The

collection site is usually at the Town Shop.

Goals for the Environment

1. Create policies and programs that respect the natural environment and that enable Herndon to be a leader in environmental stewardship for the region:
 - a. Encourage LEEDs² (or equivalent) development for public buildings with an eye towards the long term cost benefits.
2. Protect the streams in town through stream bank restoration and water quality improvements:
 - a. Continue to enforce the Chesapeake Bay Preservation regulations;
 - b. Encourage the adoption of a stream bank restoration program that is annually funded through the stream bank stabilization project in the Capital Improvement Program;
 - c. Encourage the establishment of a 100-foot native plant vegetative buffers along stream segments that currently do not have them;
 - d. Work with Fairfax County to develop the watershed management plans for Sugarland Run and Horse Pen Creek;
 - e. Encourage the implementation of measures, such as public education and the placement of pet waste bag dispensers on the Sugarland Run trail, to de-list Sugarland Run from the 303(d) Total Maximum Daily Load (TMDL) for fecal coliform as required by 2014;
 - f. Encourage the establishment of a program that annually ensures public and private stormwater management ponds and systems are properly functioning and maintained;
 - g. Stormwater management facilities that are installed underground, in contained spaces and/or that use man-made filtration systems must have a certified, written maintenance program approved by the town's engineer at the time of occupancy of the project and the facility owner must annually submit maintenance records to the town engineer for certification;
 - h. Promote bi-annual stream clean ups in the spring and fall for the Sugarland Run, Spring Branch and Folly Lick;
 - i. Implement unfulfilled actions in the stormwater master plan adopted by the town, including:

² LEED stands for Leadership in Energy and Environmental Design, a certification process sponsored by the U.S. Green Building Council.

1. Updating the pro-rata share program and policies for the town;
 2. Adopting a stormwater management ordinance;
 3. Consider fee in lieu of on-site Best Management Practices (BMPs), under certain scenarios;
 4. Survey all wetlands in town;
 5. Consider adopting alternative stormwater controls such as Low Impact Development (LID)³ design elements.
3. Improve the air quality in town:
- a. Encourage the plan to purchase alternative fuel or hybrid vehicles as part of the vehicle replacement program for the town fleet;
 - b. Identify and prioritize the construction of missing sidewalk and trail linkages to promote pedestrian and bike travel;
 - c. Evaluate the establishment of tree canopy goals in comparison to the existing landscaping standards in the zoning ordinance. Establish landscaping policies or tree canopy goals that meet or exceed Fairfax County's tree canopy goal of 45 percent by 2037;
 - d. To the extent practical, program the automated traffic signal control system to minimize the amount of time cars idle at traffic lights;
 - e. Support regional initiatives that improve air quality;
 - f. Encourage the use of mass transit and rideshare programs;

³ “Low Impact Development (LID) is an innovative stormwater management approach with a basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that stormwater management should not be seen as stormwater disposal. Instead of conveying and managing / treating stormwater in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses stormwater through small, cost-effective landscape features located at the lot level. These landscape features, known as Integrated Management Practices (IMPs), are the building blocks of LID. Almost all components of the urban environment have the potential to serve as an IMP. This includes not only open space, but also rooftops, streetscapes, parking lots, sidewalks, and medians. LID is a versatile approach that can be applied equally well to new development, urban retrofits, and redevelopment / revitalization projects.” Copied with permission from the Urban Design Tools web site (http://www.lid-stormwater.net/background.htm#What_is_LID)

- g. Implement measures such as emissions trap retrofit kits for heavy duty diesel vehicles;
 - h. Consider additional policies to improve air quality such as incentives for alternative fuel vehicles.
4. Enact polices that support additional recycling efforts and reduce the solid waste stream generated by businesses and residents:
- a. Establish a permanent household hazardous waste drop-off site or increase the number of annual household hazardous waste collection days;
 - b. Encourage businesses and multi-family dwellings to comply with the town's recycling policies, including the recycling of mixed paper and cardboard;
 - c. Encourage the use of recycled building material products and the reduction of construction site waste;
 - d. Encourage the implementation of a public education campaign to encourage backyard composting;
 - e. Increase recycling efforts to include additional materials as practical;
 - f. Encourage recycling efforts by providing multi-sort or separate recycling containers in public spaces;
 - g. Increase the frequency of the household hazardous waste drop off program.
5. Promote and encourage more environmentally sensitive land use development policies:
- a. Encourage working with Fairfax County to update the soils maps for the town;
 - b. To the extent practical, require the use of native species as part of the landscaping plan;
 - c. Develop a zoning ordinance amendment to allow for density bonuses when existing native tree stands are preserved on site;
 - d. Encourage creating a town-owned tree repository that will serve as a holding site for native trees and shrubs that have been removed from a site before it is cleared for development;
 - e. Create policies that allow qualified organizations as determined by the Director of Community Development to remove wildlife from a site prior to its development. The Wildlife Rescue League, the Humane Society and the Raptor Conservancy are examples of qualified organizations operating in Northern Virginia;

- f. Encourage the use of LEED standards (or equivalent) for rezoning and site development;
- g. Amend the zoning ordinance to permit and encourage additional Low Impact Development (LID) concepts such as narrower streets, and the reduction of impervious surfaces;
- h. Encourage the adoption of updated floodplain maps;
- i. Encourage the completion of a Geographic Information System (GIS) data layer of town-owned trees and vegetated open space;
- j. Review and evaluate the Fairfax County Tree Action Plan for specific components and related policies that the town may wish to adopt;
- k. Minimize light emissions to those necessary and consistent with general safety; recognize the nuisance aspect of unfocused light emissions;
- l. Development proposals should implement Best Management Practices (BMPs) to reduce runoff pollution and other impacts and to recharge groundwater, preserve undisturbed open space and to enhance ecological diversity through the creation of wetlands or other habitats, consistent with state guidelines and town regulations;
- m. For new development and redevelopment, apply better site design and Low Impact Development (LID) techniques such as those described below; pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge and to increase preservation of undisturbed areas:
 - i. Minimize the amount of impervious surface created;
 - ii. Site buildings to minimize impervious cover associated with driveways and parking areas and to maximize tree preservation;
 - iii. Where feasible, convey drainage from impervious areas to pervious areas;
 - iv. Encourage development designed to maximize protection of ecologically valuable land;
 - v. Encourage the preservation of wooded areas and steep slopes adjacent to Resource Protection Areas and other stream valley areas;
 - vi. Encourage fulfillment of tree cover requirements through tree preservation instead of replanting, where the existing tree cover permits. Encourage tree preservation beyond the minimum zoning ordinance requirements;
 - vii. Encourage the donation of conservation easements in areas outside of private residential lots as a mechanism to protect wooded areas and steep slopes;

- viii. Minimize subdivision street dimensions and curb and gutter sections and overall impervious cover within cul-de-sacs, consistent with other requirements of the zoning ordinance and the Public Facilities Manual;
 - ix. Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions allow;
 - x. Apply nonstructural BMPs where site conditions allow, consistent with other town requirements;
 - xi. Encourage shared parking between adjacent land uses where permitted;
 - xii. Encourage the use of pervious parking surfaces in low-use parking areas;
 - xiii. Maximize the use of infiltration landscaping within streetscapes, consistent with other town requirements.
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V. Heritage Preservation

Existing Conditions and Brief History

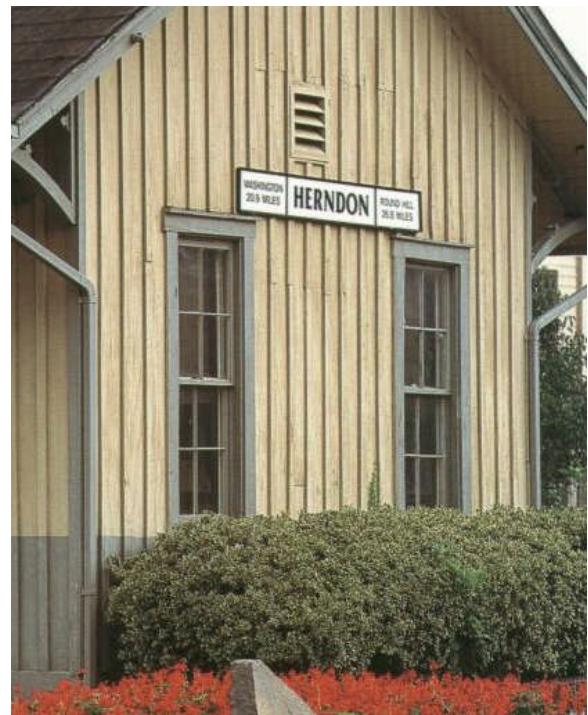
Herndon has a heritage that has been shaped by events in history, by development in the region, and by the community. The town's history has been shaped to a large degree by its proximity to transportation routes. Since the town's founding in the mid-19th century, the Washington & Old Dominion Railroad has influenced the development of Herndon. After the Civil War, the railroad influenced area settlement patterns with its direct link to Washington, D.C. From 1880 to 1940, the railroad contributed to the growth of dairy farming in the region by transporting milk to regional markets. The town developed into a bedroom community in the World War II era, as residents used the rail's passenger service to commute to government jobs in the nation's capital.

From 1959 to 1961, the Washington & Old Dominion Railroad experienced its busiest years ever hauling construction materials to build neighboring Dulles Airport, which opened in 1962. Finally, suffering from financial losses and the popularity of automobile and truck transport, the railroad discontinued service in 1968.⁴ Soon after, the rail right-of-way was converted to become the W&OD Trail, a multi-use regional trail. Officially, the Washington & Old Dominion Railroad Regional Park of Northern Virginia Regional Park Authority.

A handful of concerned citizens formed the Herndon Historical Society in 1970, expressly for the purpose of preserving the town's train depot. As the railroad was instrumental in the development of a small village into the Town of Herndon of the mid-20th century, the vernacular ca. 1857 depot represented an integral element of the town's heritage. The depot was renovated in

1974 and 1990. In 1979 it received state and national recognition, with its placement on the Virginia Register and on the National Register of Historic Landmarks.

In the late 1970s, downtown Herndon experienced the loss of the Old Congregational Church on the corner of Monroe and Pine Streets, Sasher's Drug Store on Station Street and the Dudding Hardware Building on the corner of Lynn and Station Streets to fire. The loss of these contributing structures, combined with the depot's Virginia and National Register designations, elevated the community's awareness of and interest in its heritage resources, sparking what may be termed the "Herndon Preservation Movement".



⁴William T. Frazier, Historic Context of Herndon, Virginia, (Herndon, VA, 1988).

The town government's involvement in preservation began in 1977 with the completion of a preliminary historic preservation district survey.⁵ This document verified the existence of significant historic resources and the feasibility of establishing local historic districts. In 1987, the town conducted a reconnaissance level architectural survey of historic properties within the town limits.⁶ That survey found that 83 percent of the properties surveyed were contributing to the historic character of the community and that all were constructed between 1855 and 1940, with the majority of buildings built from 1890 to 1920.

Transportation again played a role in Herndon's development with the opening of the Dulles Toll Road in 1984. With this important link to national airports and important business centers to the east, the town regained prominence and visibility, itself becoming an important business center. Explosive growth in and around Herndon severely threatened the town's earliest heritage resources. Because it had not been perceived as an "historic town", like several of its Northern Virginia neighbors, the town began to lose many of its historic structures to new development. The town recognized this heightened threat to the town's heritage resources.

The next step in developing Herndon's preservation program was the adoption of the Heritage Preservation ordinance in 1987⁷ "to provide for the establishment of historic landmarks and preservation districts as a means of preserving the historical, cultural and

⁵Michael Leventhal et al., An Exterior Architectural Site Survey for the Town of Herndon, (Blacksburg, VA: Virginia Polytechnic Institute and State University, 1977).

⁶William T. Frazier, Town of Herndon, Virginia, 1987 Historical Architectural Survey, (Herndon, VA, 1987).

⁷Town of Herndon, Virginia, Article 49. Heritage Preservation Ordinance, Zoning Ordinance, (1987).

architectural heritage of the community and protecting the designated historic resources in the Town of Herndon". The ordinance instituted mandatory architectural review of proposed alterations and additions to existing buildings in designated heritage districts and established procedures for the review of signs and new construction applications. Certificates of Appropriateness were required for the alteration, restoration, reconstruction, relocation or demolition of an existing structure and for new construction including signs. In addition, the ordinance set forth provisions for the demolition, relocation and alterations of property, if a Certificate of Appropriateness was not granted for such requests.

Thus enabled by the legislation of the Heritage Preservation ordinance, four areas in the town were designated local heritage preservation districts in 1989 (Map F). In general, the largest district consisted of the commercial portion of downtown Herndon and several of the surrounding older residential neighborhoods. A second smaller residential district to the north of downtown was referred to as the Van Vleck's Addition. The two remaining districts consisted of one residential building each, Loudoun Hall and the Herndon-Reston Medical Center, respectively.

Herndon's heritage preservation program was further strengthened in 1989 with the establishment of the Heritage Preservation Review Board (HPRB). Comprised of the five members of the town's Architectural Review Board and two additional members, the HPRB was charged with demonstrating an interest, competence and knowledge of historic preservation in reviewing all Certificates of Appropriateness within heritage districts.

The HPRB grants Certificates of Appropriateness for applications based on the design guidelines of the Herndon Heritage Preservation Handbook.⁸

⁸Frazier Associates, Herndon Heritage Preservation Handbook, (Herndon, VA, 1989). An updated handbook is forthcoming in 2008.

First adopted in 1989, the document provides design and technical assistance to property owners and the HPRB in considering appropriate rehabilitation projects or new construction within heritage preservation districts.

In 1989 the town prepared a nomination report for the state and national registers.⁹ This report successfully established the Herndon Historic District on the Virginia Landmarks Register and the National Register of Historic Places. Such recognition is a distinction reserved for "a geographically definable area urban or rural possessing a significant concentration linkage or continuity of sites buildings structures or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history."¹⁰

These esteemed designations elevated awareness of Herndon's heritage resources to the state and national levels and allow property owners to apply for federal tax credits and state grants in historic preservation. The Herndon Historic District encompassed the majority of the downtown area consisting of approximately 190 contributing buildings. Under the federal designation, no regulations or restrictions are imposed on properties. However, to retain the district designation, contributing properties must retain their "integrity." In other words, a property must retain enough of its historic physical features to convey its significance as part of the district. Alterations can damage a property's historic appearance and its integrity.

Based on its local importance, the Chestnut Grove Cemetery was recognized as the town's fifth Heritage Preservation Overlay Zoning

District in May, 2000. Established in 1874, the Chestnut Grove Cemetery is older than the town itself and is a part of the social and institutional heritage of Herndon. Prior to town ownership of the property beginning in 2000, the Home Interest Garden Club of Herndon made significant improvements to the cemetery including a stone entryway and a memorial garden. As a northern gateway into the town, the rolling cemetery landscape with its numerous mature trees is a landmark identifying the Herndon corporate limits.

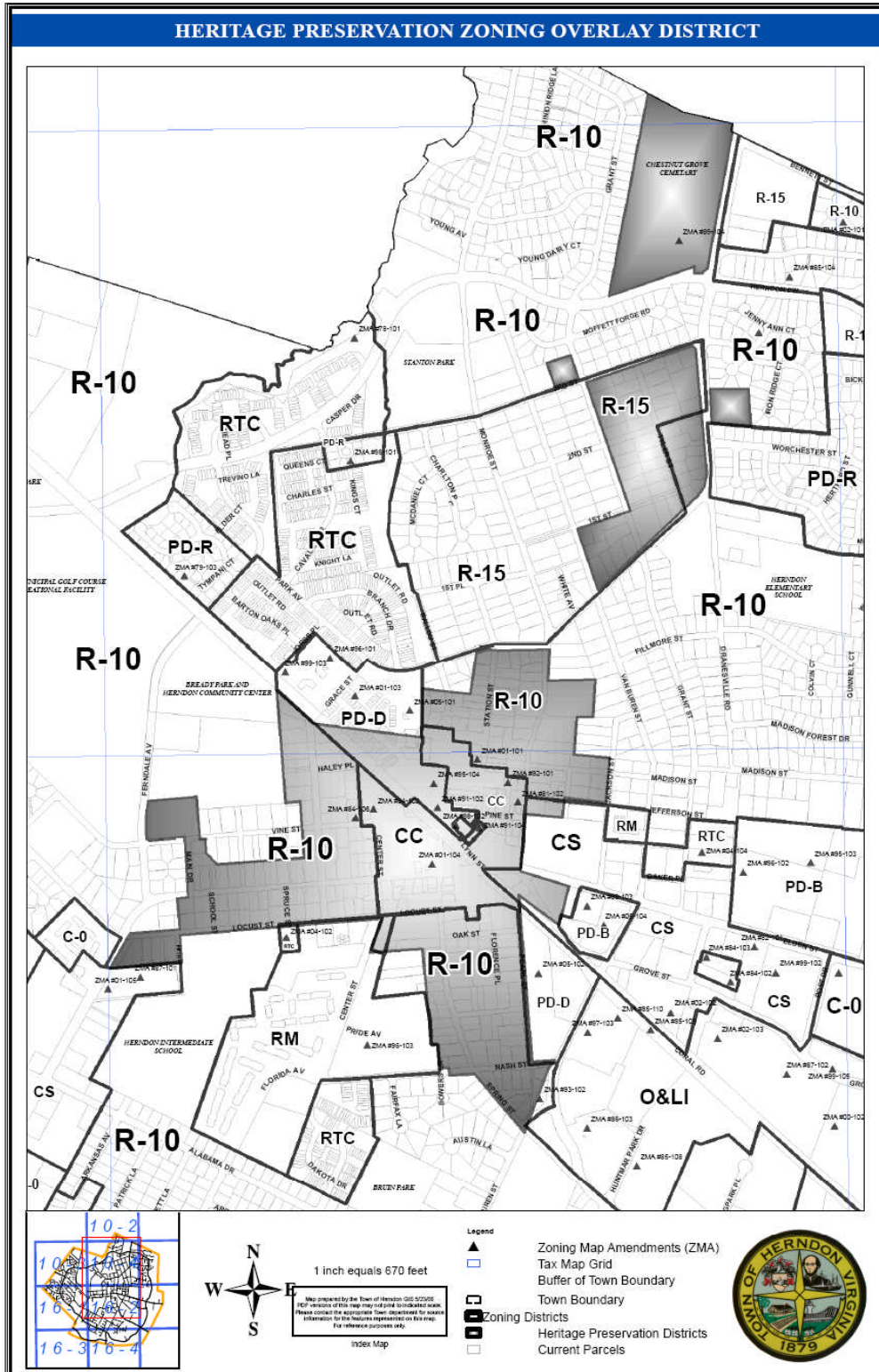
There is local, state and international historical significance among those buried in Chestnut Grove Cemetery. Members of the earliest Herndon families are buried in the Cemetery: the Breadys, the Detwilers and the Presgraves. Several former Town Council members are buried in the cemetery, including the first Mayor of Herndon, Isaiah Bready. Two unknown confederate soldiers are buried at the cemetery. These soldiers were initially buried in Cub Run Virginia but were re-interred at Chestnut Grove in 1969. Finally, the last freely elected prime minister of Hungary, Ferenc Nagy III, is buried at the cemetery.



⁹William T. Frazier and Nancy Born Frazier, National Register of Historic Places Registration Form for the Herndon Historic District, (Herndon, VA, 1989).

¹⁰ Title 36: Section 60.3 Parks Forests and Public Property, Chapter One, Part 60. National Register of Historic Places.

Map F: Town of Herndon Heritage Preservation Zoning Overlay District Map *(Full scale map available at www.herndon-va.gov or through the Department of Community Development)*



Goals and Objectives for Heritage Preservation

1. Preserve and enhance heritage features, structures, areas and other elements deemed worthy representations of the town's heritage:
 - a. Encourage the maintenance, rehabilitation and appropriate adaptive re use of private heritage resources as both visual and heritage assets;
 - b. Enhance historic features of architecture and community layout;
 - c. Avoid alterations to community architecture and layout that might compromise the historic significance of the heritage district:
 - i. Reinforce the pattern typical in older neighborhoods with streets laid out in grids and buildings facing the street.
 - d. Promote a town-wide preservation ethic through education and public involvement in heritage preservation:
 - i. Increase knowledge about heritage resources, the value and benefits of preservation, and the effective preservation tools and techniques among the town's citizens, officials, administration and staff;
 - ii. Strengthen alliances between the town's elected officials, administration, staff and the public to achieve mutual heritage preservation goals;
 - iii. Enhance relationships with county, regional, state and national preservation organizations to educate the Heritage Preservation Review Board and town staff;
 - iv. Encourage the creation of high quality, engaging, outdoor interpretive exhibits about the built environment of the downtown between 1880 and the present.
2. Strengthen the positive image that is projected through Herndon's heritage districts and that distinguish the town from its surroundings:
 - a. Guide appropriate rehabilitation and infill development:
 - i. All properties:
 - (1) Provide guidelines for the alteration and construction of noncontributing structures in heritage preservation overlay districts, such that physical changes respect and reinforce existing traditional character;
 - (2) Promote an appropriate mix of architecture and urban design elements sympathetic to the existing traditional character, though not necessarily limited to historic styles.

- ii. Residential Areas:
 - (1) Emphasize natural features (i.e., mature trees, gently rolling terrain, etc.) that accentuate the residential areas of the preservation districts;
 - (2) Ensure that new and expanded homes respect the character of traditional Herndon residences, using appropriate materials and construction techniques;
 - (3) Respect the street patterns and lot orientation of the traditional neighborhoods.
- iii. Downtown Commercial area:
 - (1) Strengthen downtown's traditional and historic image in the construction of new buildings;
 - (2) Maintain and strengthen the street wall on downtown streets;
 - (3) Ensure that development on the edge of the commercial district relates positively to adjoining residential areas and does not overwhelm them;
 - (4) In accord with other elements in the 2030 Comprehensive Plan, encourage compatible redevelopment of vacant areas, parking areas, and other remnants of downtown Herndon's industrial past by creating new downtown mixed-use development with traditional street walls and architecture.
- 3. Support the preservation and enhancement of heritage districts through public efforts related to streets, sidewalks, trails, open space, public spaces, linkages, signs, edges and policies that help shape the built environment:
 - a. Ensure strategically placed and effective architectural design to help reestablish a strong visual delineation of Herndon's traditional business center to distinguish it from neighboring strip development;
 - b. Provide appropriate signage announcing the entry to downtown and strengthening the sense of arrival;
 - c. Support the historical character of downtown through the use of open space:
 - i. Retain at least 25% open space in the downtown on private property and public property combined;
 - ii. Establish a program with procedures and suitable locations for participation by downtown developers who choose the zoning option of providing off-site open space. Section 78.303.2 (10) of the zoning ordinance provides for the provision of open space in the Planned Development Downtown zoning district where open space may be provided in excess of the minimum 15% open space requirement for non-residential uses. The ordinance states: "The Town Council may allow, at the request of the property owner, off-site open space enhancement in excess of the village street improvements...Preservation of historic features that are off-site and within the Herndon downtown may also be considered."

- iii. Encourage the incorporation of the historic blacksmith shop foundation into the open space plan, whether on privately- or publicly-owned land;
 - iv. Continue ongoing efforts to reduce the perception of the Washington and Old Dominion Regional Trail as a barrier and to integrate it with adjoining development.
- d. Promote the pedestrian appeal of downtown:
- i. Plan for and build a heritage trail route in Herndon that links the Chestnut Grove, Van Vlecks, and downtown heritage districts and provides high-quality interpretive markers for trail users. These interpretive markers should include historic points of interest to include past significant occurrences, buildings, programs, as well as locations of previously located buildings that figured in Herndon's history;
 - ii. Continue cultivating a streetscape that provides continuity and convenience while highlighting an aesthetic combination of materials, signage, lighting, seating, and other features to help tie different elements of downtown together;
 - iii. Promote street level activities and urban design that engage pedestrians. Street level activities could include window displays, views into retail or restaurant operations and other active conditions that avoid simple facades without activity.
- e. Promote immaculate maintenance and cleanliness of public spaces, private buildings and signs in the downtown;
- f. Evaluate the need for potential Capital Improvement Projects to improve infrastructure as well as the appeal of public rights-of-way in the heritage preservation districts.
-



VI. Public Services and Facilities

Public Schools

The Town of Herndon relies on Fairfax County to provide public school services for town residents. The cost per pupil for the FY2008 school year is \$13,407.00. School age residents are assigned to a public school based on the child's age and the location of his or her residence. Elementary school age residents are assigned to six different elementary schools in the area, while only one middle school and one high school serve the town's school age population. There are only two public schools physically located within the town limits: Herndon Elementary and Herndon Middle School.

There are also a number of private schools located within the town. Below is a list of public schools that serve the school age residents of the town, and they are collectively called the Herndon High School Pyramid. Enrollment in the Herndon pyramid is expected to decrease from the current 6,709 students to 6,523 students in 2012-2013, mainly at the middle and high school levels. The table also includes data regarding student capacity, enrollment numbers, ESOL (English to Speakers of Other Languages) and the Free/Reduced Lunch Program.

Herndon High School Pyramid Capacity/Enrollment/Demographics							
School	2007 Capacity	2002 Actual Enrollment	2007 Actual Enrollment	2008 Projected Enrollment	2012 Projected Enrollment	% ESOL	% F/R Lunch
Herndon High	2225	2328	2190	2160	1926	14.9%	18.7%
Herndon Middle	1100	1246	1020	1052	894	19.9%	25.6%
Aldrin	650	713	550	542	581	8.3%	8.0%
Armstrong	606	469	460	480	495	9.1%	7.5%
Clearview	576	491	525	530	607	20.0%	21.6%
Dranesville	739	858	658	638	669	14.0%	17.8%
Herndon	878	716	715	719	721	24.1%	25.2%
Hutchison	866	616	591	588	630	37.8%	41.8%

Capacity is defined differently for elementary schools as opposed to middle and high school, as there are differences in the instructional program needs of elementary and secondary level students. In elementary schools, a specific room is dedicated full-time to each class section. Capacity needs are thus expressed as "room requirements," which include general education,

program support, special education, and School-Aged Childcare (SACC) rooms. In middle and high schools, however, individual students rotate among course room assignments on a scheduled basis. Capacity in these schools, therefore, is expressed in "student spaces." All capacity calculations include temporary classroom space or modular buildings.

Projected 2012 Capacity for Herndon Pyramid Schools

School	Projected School Capacity (Surplus or Deficit) for 2012
Aldrin Elementary	0 Classrooms
Armstrong Elementary	+3 Classrooms
Clearview Elementary	-3 Classrooms
Dranesville Elementary	+1 Classrooms
Herndon Elementary	+4 Classrooms
Hutchison Elementary	+9 Classrooms
Herndon Middle School	+206 Student Spaces
Herndon High School	+299 Student Spaces

Trailers, or temporary classrooms, are used by Fairfax County Public Schools to supplement capacity at schools to accommodate short-term fluctuations in enrollment while still maintaining student-per-classroom and per-instructor ratios. As of September 29, 2006, approximately 700 portable classrooms were in use in the Fairfax County Public School system to address the increases in student membership and program requirements. Fairfax County Public Schools has implemented multiple strategies to reduce the number of students that would otherwise receive instruction in temporary facilities. Strategies implemented include support and resource areas converted to instructional spaces, dedicated computer labs replaced with wireless mobile “laptop” labs, SACC classrooms shared during the regular school day, and modular classroom additions.

The town and its residents repeatedly expressed displeasure with temporary classrooms when

they began to function as permanent components of the school. Under pressure from the town, the school system has implemented some interim strategies to reduce the use of temporary classrooms. The town and Fairfax County recognize that brick and mortar solutions are the answer to the school capacity issues and the town must continue to work with the county to move these projects forward. Recent capital improvements include a 10-room/250-student modular addition at Herndon Elementary and a 12-classroom addition at Hutchison Elementary. Based on the FY2009 – FY2013 Capital Improvement Program for Fairfax County Public Schools, future capacity deficits for Herndon High and Hutchinson Elementary are being recommended for potential boundary adjustments. Herndon Elementary is currently on the school system’s priority listing for 20-25 year cycle renovations. No new construction is scheduled for the Herndon pyramid for the next five fiscal years.

Public Safety Center

The town purchased this 4.93 acre site in 2004 to provide new offices for the Herndon Police Department. The town renovated approximately one-half of this one-story, brick office building

to provide the Herndon Police Department with a larger and more secure public safety center. The other half of the building, containing 27,479 square feet, is commercial office space. The

town leases this space to approximately four tenants. This space could be utilized for public uses if needed at a future date.

The Herndon Police Department provides law enforcement for the town. The department uses the community policing philosophy to help control crime by talking to residents about concerns and problems in the neighborhood. The police provide a variety of law enforcement services including: patrol, traffic enforcement, criminal investigation, narcotics enforcement, evidence collection, training, bike patrol and crime prevention. The current facility has been planned to meet the facility needs of the department until the year 2020. One component

of the facility that was not constructed during the renovation was the sally port, a drive-through containment facility that allows the safe transport of prisoners into the police department. Construction of the sally port is anticipated in FY2009, as the adopted FY2009 – FY2014 Capital Improvement Program provides full funding of the project in FY2009.

The Herndon Police Department currently has 75 employees, which includes sworn officers, communication dispatchers and civilian personnel. The current staffing meets the needs of the Herndon population; however, if the population of the town increases significantly, additional police personnel may be necessary.

Fire and Rescue

Fire and Rescue services are provided by Fairfax County and it operates the Herndon Fire and Rescue Station at 680 Spring Street. Based on an assessment by Fairfax County, a new station is needed for Herndon. Call volume for the Herndon Fire Station has increased 46% in the past 15 years. Moreover, additional staffing space and women's facilities are needed to accommodate current and future needs. Finding an appropriate site for the fire station will be a challenge as very few parcels in town meet the specifications desired by fire and rescue. A seven minute total response time, using five of those minutes for travel, is the service delivery response goal for all Fire and Rescue stations in the county. New site requirements include a minimum of five acres that is accessible to a major roadway, four drive-through apparatus bays with front and rear drive aprons, 30 parking

spaces and stormwater management. The county has worked extensively with the town to determine the appropriate location for the new station, considering alternate designs that recognize the limited size of potential sites within the town. Subject to detailed feasibility and design work by the county and an agreement between the parties on the financial structure, the town may lease or sell a portion of the site at 397 Herndon Parkway for a new county fire station co-located with the existing police station. A public hearing would be held for the Town Council to consider such an action. This entire property is designated Community Facilities on the 2030 Land Use Plan map. A fire station at this location shall hereby be interpreted as a feature shown on the 2030 Land Use Plan and the map label for the property shall read "Herndon Public Safety Complex".

Government Administration

Old Town Hall

Located at 730 Elden Street, this two-story brick structure was built in 1938 and was known as the Municipal Building. It now referred to as the “Old Town Hall.” It originally housed the post office on the first floor, offices for the Mayor and Town Treasurer on the second floor and a jail in the basement. In 2008, the Town

Hall houses the offices of the Town Attorney, the Mayor, the Virginia General Assembly Delegate, the Fairfax County Supervisor for the Dranesville District, the Herndon Council for the Arts, the Herndon Chamber of Commerce and Herndon Community Television.

Washington and Old Dominion Railroad Herndon Depot

Built in 1857, the depot is located at 717 Lynn Street. The Herndon Historical Society was formed to save the depot from being demolished in the early 1970s. Through the efforts of the historical society, the depot is a registered national historic landmark. The depot now

serves as the Herndon Dulles Visitor's Center and houses a small museum maintained by the Herndon Historical Society. The town leases the depot for the current uses and funds the operation and maintenance of the structure.

Herndon Municipal Center Complex

Completed in 1995, the Municipal Center was constructed to bring town government back to the heart of Herndon. The Municipal Center, located at 777 Lynn Street, houses the administrative offices of town government, such as Finance, Human Resources, Information Technology, Public Works, Community Development, the Town Clerk, the Public Information Officer and the Town Manager. Integrated into the rear exterior of the Municipal Center is an outdoor stage that overlooks the Town Green, where a variety of concerts and

community events are held. The complex also includes the Council Chambers, a 138 person capacity public meeting room with a 7 seat dais. Town Council meetings, as well as, Planning Commission, Heritage Preservation Review Board, Architectural Review Board and the Board of Zoning Appeals meetings are held in the Council Chambers. On Wednesday mornings, the Council Chambers are used for Fairfax County District Court. Most town public meetings are held in the Chambers.

Town Shop

Located at 1479 Sterling Road, this 20,000 square foot facility was constructed in 1990 to house staff, equipment and supplies for the Public Works Maintenance Facility. Town functions such as trash removal and recycling, street maintenance, the water and sewer division, traffic engineering, building maintenance, grounds and sports field

maintenance, and vehicle fleet repair and maintenance operate from this building.

Staff increases at the Town Shop have caused stock and work areas to be converted into needed office space. The original building plans anticipated a 4,600 square foot future expansion of the facility. A design contract for the facility

expansion is currently being pursued, and it will include a space survey of the existing facility. The main purpose of the addition is to replace the unsightly and inefficient sea-land storage

containers with more efficient, practical storage. Work space may be incorporated into the addition, if it is a recommendation from the space survey.

Municipal Annex

This 9,000 square foot structure, located at 1481 Sterling Road, was constructed in the early 1950s as a Fairfax County Public School Building. In 1986, the elementary school was renovated and became the Town of Herndon Police Headquarters. The police department vacated this facility when the department

relocated to 397 Herndon Parkway in August, 2005. The building now serves as the offices for the Zoning Inspections team and other town departmental staff. This building may be used to alleviate future office expansion needs in the Town Shop, or other town positions or functions as they arise.

Neighborhood Resource Center

Located at 1086 Elden Street in a Dulles Park Shopping Center storefront, the Neighborhood Resource Center is a 7,700 square foot center providing health, social, and educational services to area residents. The center is a collaborative effort between the Town of Herndon and Fairfax County, and it has been in operation since July, 1999.

Fairfax County: FECEP/Head Start, Adult Outreach Learning Center, GRANTS Alternative High School, Computer Learning Center, English for Speakers of Other Languages (ESOL) Special Supplemental Nutrition Program for Women, Infants and Children (WIC), Mental Health Counseling

Offerings are subject to change, however the center currently offers a combination of programs and services such as:

In addition, a variety of services are offered by local volunteer groups, religious and leadership organizations.

Town of Herndon: Neighborhood College, Home Improvement, Crime Prevention (Neighborhood Watch)

The center also has a community association library and conference rooms for community organizations and groups.

Herndon Fortnightly Public Library

The Herndon Fortnightly Public Library is part of the Fairfax County Library System. The current library located at 768 Center Street was opened in May 1995. Having 17,400 square feet of space, the library has a collection size of 55,000, which includes items such as books, magazines, compact disks and videos. The library also has 10 study carrels and provides

two public meeting rooms having a capacity limit of 20 and 70 persons.

The current facility meets the demand of library services for town residents. The Reston Regional Library, having a dynamic collection of more than 215,000 volumes, is located two miles from the Herndon Fortnightly library and

supports library services for Herndon residents due to its close proximity.

The previous library was a 1,600 square foot brick building located at 660 Spring Street. It opened in 1927. The library's name sake was the Fortnightly Club, a volunteer organization that funded and operated the library until 1972,

when an agreement was made with Fairfax County to incorporate the library into the county system. The Fortnightly Club dates back to 1889 when 11 Herndon women established a club that met once every two weeks for the purpose of "the mutual improvement of its members in literature, art, science and the vital interests of the day."

Chestnut Grove Cemetery

Established as a private cemetery 1874, the town obtained ownership and operation of Chestnut Grove Cemetery in 1997. Due to the historical significance of individuals buried at Chestnut Grove, the town deemed it to be of local historic significance and included it in its Heritage Preservation District in 2000. To ensure the

viability of the cemetery, the Town Council adopted the Chestnut Grove Cemetery Master Plan on July 13, 1999. To date, various aspects of the master plan have been implemented, such as the elimination of a few drive aisles and the construction of an administration building and a new maintenance facility.

Herndon Harbor House / Senior Center

The Herndon Harbor House and Senior Center is the fulfillment of a joint effort between the town and Fairfax County to provide housing, activities and programs to low and moderate income seniors. Herndon Harbor House, completed in 2001, is comprised of four buildings containing a total of 120 rental apartment units and an adult

day care facility. The senior center is the fifth and final component of the Harbor House complex and was opened in 2005. The 23,000 square foot centers offers a variety of senior programs, and is a drop off and pick-up point for the FASTRAN transportation service offered to disadvantage seniors in Fairfax County.

Water and Sewer

Drinking Water – Source, Quality and Supply

The town does not operate an independent water supply. Rather, the town obtains its drinking water from Fairfax County through a service agreement. The sources of the drinking water are from the Potomac River and the Occoquan Reservoir, which is fed by the Occoquan River. Before it is distributed for consumption, it is sent to water treatment facilities operated by Fairfax County. Water from the Potomac River is treated at the James J. Corbalis Jr. Treatment Plant and water from the Occoquan Reservoir is sent to the Occoquan Treatment Plant. Due to

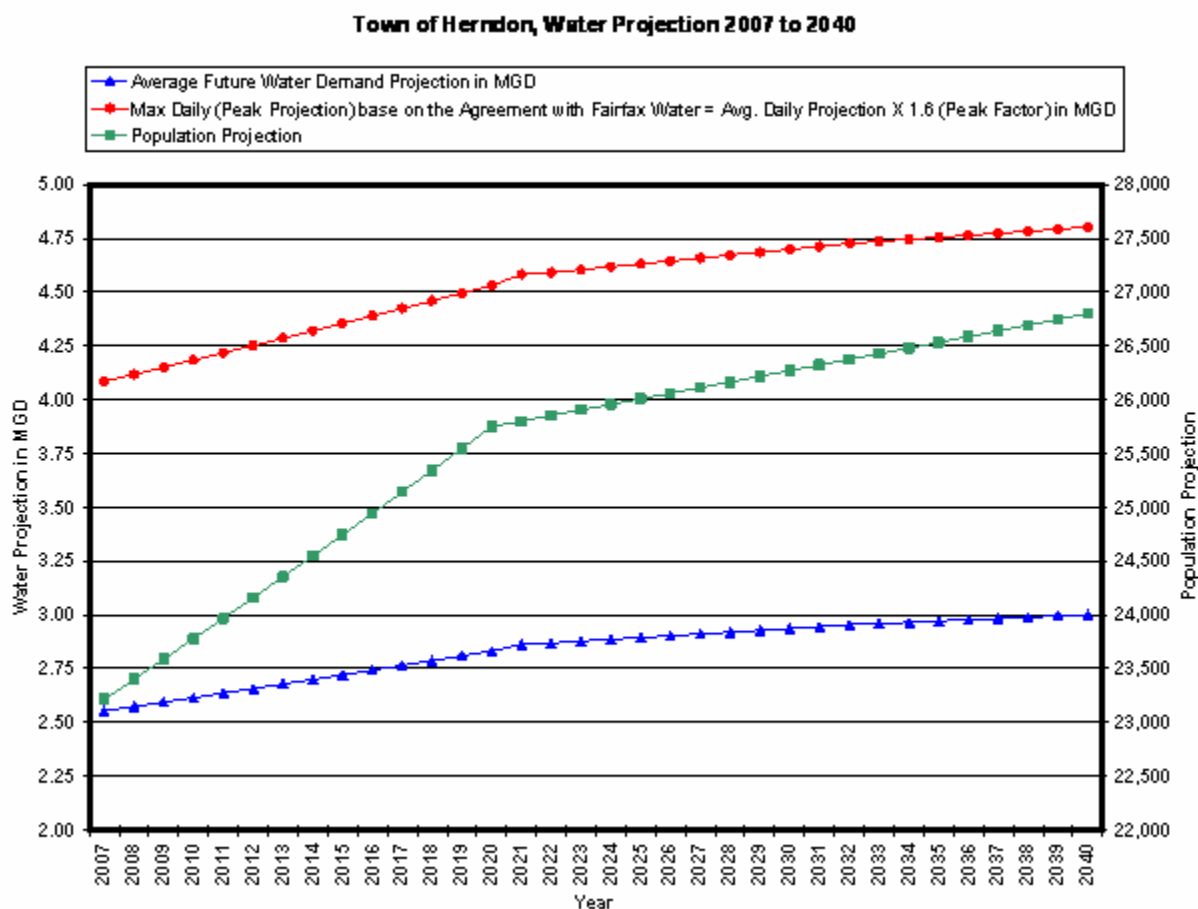
its proximity to the town, most of the town drinking water is supplied from the Corbalis plant.

As required by federal and state drinking water regulations, Herndon personnel take samples of its drinking water at various locations in the town's water system to monitor the quality. The data is provided to the town and reported to the Virginia Department of Health. The town also publishes annually a drinking water quality report that is distributed to every household in

town. The report publishes the results of the town's drinking water samples as they compare to the maximum contaminant levels allowed by law. The town drinking water meets all federal and state requirements for safe drinking water.

Based on usage and population projections up to the year 2040, there will be sufficient supply to meet the water needs of the town. As shown in the chart below, the projected water demand is significantly less than what the town is able to purchase under its agreement with Fairfax

County. As required by the Commonwealth of Virginia under Regulation 9 VAC 25-780-10, the town is participating in the development of a regional water supply plan. The purpose of this plan is to ensure there is adequate and safe drinking water for northern Virginia. The town has implemented a variety of programs to meet the water conservation requirements. Examples of these efforts include a peak and nonpeak water rate schedule, a leak detection program, a cast iron water main replacement program, and an annual preventive maintenance program.



Sewer System

The town has a sewer service agreement with Fairfax County that provides a cooperative effort of sewage disposal through both town and county conveyance systems. While sewage from the town is ultimately treated at the Blue Plains Treatment Plant in Washington, DC,

Fairfax County meters the flow the town generates and bills Herndon for its usage. The sewerage rate of flow is monitored at various meter stations throughout town. As provided in the sewer service agreement, the sewerage rate of flow from the town shall not exceed an

average of three million gallons per day on an annual average basis.

The town has implemented several preventive maintenance programs to keep the sewer system functioning properly. These efforts include sewer line relining, manhole rehabilitation, daily sewer flushing, and inspections of sewage

pumping station. It is anticipated that future sewer capacity needs in Herndon can be accommodated through amendments to the sewerage service agreement with Fairfax County. In addition, the Blue Plains Treatment Plant has a variety of capital investment projects that will improve the efficiency and capacity of the facility.

Goals for Public Services

1. Ensure that adequate public facilities exist to support the needs of town residents and businesses:
 - a. Conduct a facilities needs analysis to ensure town offices have the capacity to meet future personnel space requirements;
 - b. Construct the Herndon Police Department sally port in accord with the annual Capital Improvement Program;
 - c. Provide high quality, responsive police protection in accordance with the department's strategic plan;
 - d. Reevaluate and reexamine police resources and services when the town's population exceeds 26,000 persons;
 - e. Work with Fairfax County to appropriately locate a new Fire and Rescue Station in Herndon while meeting the esthetic and technological needs of the town;
 - f. Implement the Chestnut Grove Cemetery Master Plan;
 - g. Evaluate the feasibility of providing free wireless internet service for the Town Green/HMC/Fortnightly Library area to enhance this location and to help attract retail and other business uses;
2. Ensure that the installation of new or retrofitted utilities have adequate capacity to meet the demands of the businesses and residents of Herndon while reducing the land disturbance and visual impact that such improvements and installations may cause:
 - a. Continue to place new and existing power lines underground;
 - b. Establish a pro rata share policy and account to fund the placement of existing utilities underground;

- c. Establish and enforce policies that minimize damage to property when new utilities are constructed or placed in an existing easement;
 - d. Ensure there is sufficient drinking water and sewer capacity to meet the needs of the town residential and commercial residents;
 - e. Ensure modern technologies are incorporated into the utility infrastructure in Herndon;
 - f. Ensure that the Capital Improvement Program projects are consistent with the goals and objectives of the Herndon 2030 Comprehensive Plan;
 - g. Develop and implement an inspection and maintenance program of all sewer lines that ensures no leaking to or from the groundwater.
3. Assist Fairfax County with meeting the facility needs of the Herndon school age population:
- a. Proactively work with Fairfax County to coordinate and assess the capital improvements and resource needs for the public schools contained in the Herndon pyramid;
 - b. Establish and implement a renovation schedule for the schools in the Herndon pyramid;
 - c. Eliminate temporary classrooms at all schools in the Herndon pyramid by building permanent facilities;
 - d. Work with Fairfax County to establish policies that enable school proffers received from residential rezoning in the Town of Herndon be applied only to schools in the Herndon pyramid;
 - e. Work cooperatively with Fairfax County to ensure that any county or town residential rezoning in the Herndon area that generates additional units above the by-right zoning adequately contributes to offsetting the costs for educating additional students. Seek comment from Fairfax County on Town of Herndon rezonings and provide comment to Fairfax County on county rezonings in the greater Herndon area.
-

VII. Parks and Recreation

The Parks and Recreation Department provides a comprehensive park and recreation program to meet the diverse interests of local residents. Besides overseeing nine neighborhood parks, the department oversees the operation of the indoor tennis center and the Herndon Community Center which includes an aquatics facility. The Parks and Recreation Department offers a variety of family oriented regional and local programs for all ages, ranging from sporting events to concert series to holiday activities to festivals.

Recreational facilities in Herndon serve more than the population residing within the town limits. In turn, town residents use other public facilities than those provided within the town. It is not possible to isolate Herndon in studying

recreational facilities; the town must be examined in the context of its surrounding area.

Two different service areas, primary and secondary, were studied to assess the adequacy of facilities serving Herndon. The primary service area is comprised of the land within the town limits. The secondary service area extends just north and just south of the town. In addition, an outlying service area is acknowledged. The entire service area, primary, secondary and outlying, (see map) encompasses 10 sub census tracts. This area is approximately bordered by Leesburg Pike on the north, Sully Road/Route 28 on the west, West Ox Road on the south, and Fairfax County Parkway on the east. Some parts of Loudoun County and Reston are included in the service area.

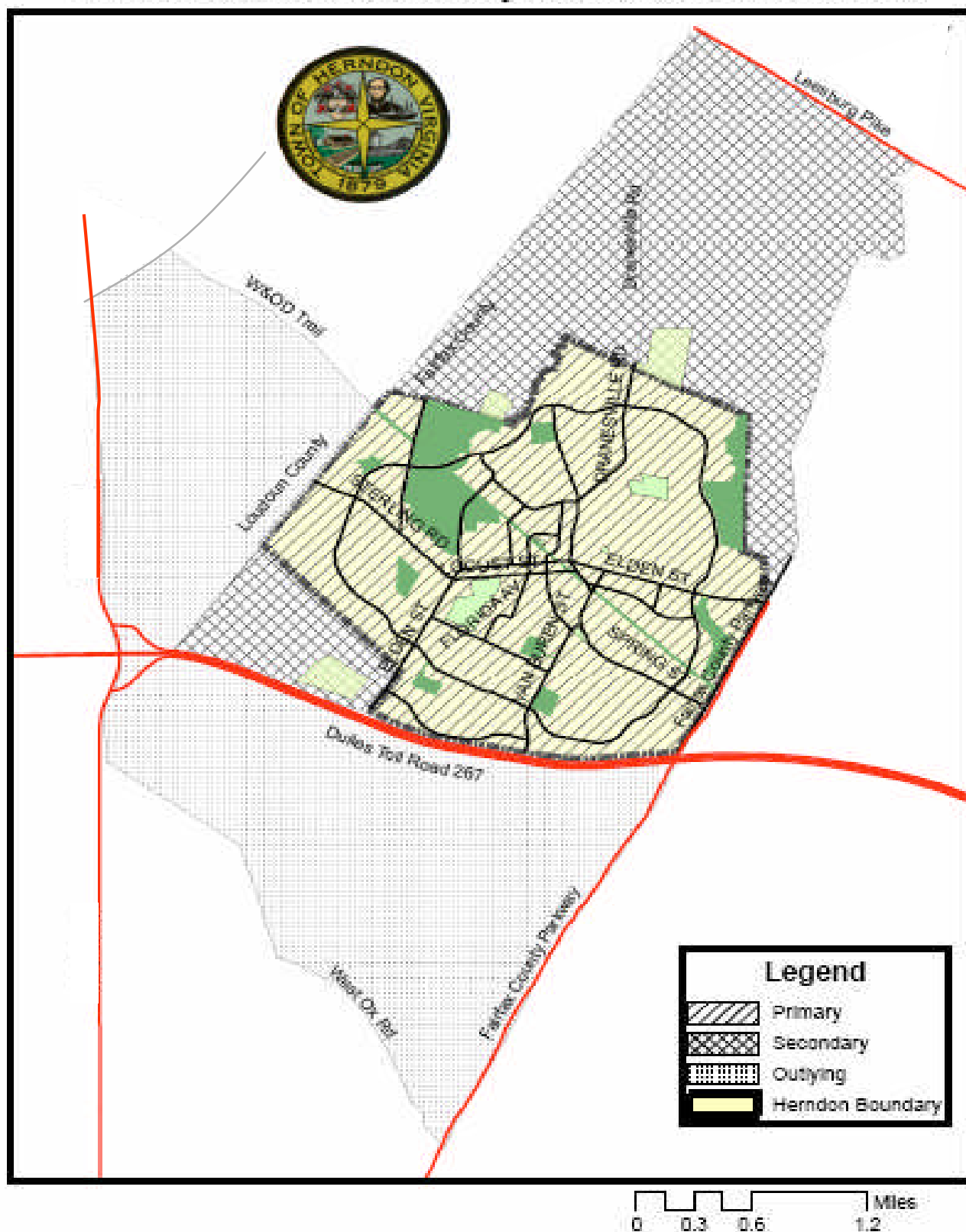
Table 1: Town of Herndon, Virginia Parks and Recreation Service Areas

	Jurisdiction	Sub Census Tracts
Primary Service Area	Town of Herndon	4808, 4809
Secondary Service Area	Fairfax County (Parcher Avenue area and Dranesville Road Area)	4805.01, 4805.02, 4810.01
Outlying Service Area	Fairfax County south of DTR, north of West Ox, west of FC Pwy	4811.01, 4811.02, 4811.03, 4825.01
Outlying Service Area	Loudoun County, east of Sully, north of DTR, south of W&OD Trail	6117.2

There are seven public sector recreational service providers in the service area: the Town of Herndon Parks and Recreation Department (HPRD), the Fairfax County Department of Recreation and Community Services (FCDRCS), the Fairfax County Park Authority (FCPA), Fairfax County Public Schools, the

Loudoun County Department of Parks, Recreation and Community Services, the Reston Association, and the Northern Virginia Regional Park Authority (NVRPA). In addition, volunteers with the Herndon Optimist Club and numerous other service organizations assist with coordination of recreational activities.

Herndon Parks and Community Recreational Service Areas



The town's Parks and Recreation Department's primary involvement is with organized and active recreational pastimes. Besides offering over 200 youth instructional programs, a variety of classes, and scheduling facilities, it also orchestrates special events such as the Fourth of July celebration, the Labor Day Jazz and Wine Festival and the Herndon Festival. The town owns 16 of the 18 parks within its boundaries. The parks include Bready Park (with the Herndon Community Center), Bruin, Chandon, Cuttermill, Folly Lick/Spring Branch Trail, Fortnightly Square, Haley Smith, Harding, Monroe Street, Spring Street, Sugarland Run Trail, Runnymede, Town Green, Town Hall Square and Trailside. In addition, the town has established an 18-hole golf course on 142 acres. It provides trash removal on athletic fields on school sites within the town. These recreational assets are used to help meet the needs of the Fairfax County and Loudoun County residents who look to the Town of Herndon as the provider of their recreation facilities.

The Fairfax County Department of Recreation and Community Services provides recreational classes in county schools. It also organizes after school middle and high school programs, tours, art shows, as well as visual and performing arts classes.

The Reston Community Center is affiliated with the Fairfax County Department of Recreation and Community Services, however its board is independently governed. The center emphasizes the cultural arts, instructional classes and aquatics, with their theatre and indoor pool.

The Fairfax County Park Authority (FCPA) coordinates county sponsored activities and facilities. It owns two parks (Alabama Park and Stanton Park) in Herndon and maintains four (Alabama Park, Bruin Park, Chandon Park, and Stanton Park) within the town borders. The FCPA is instrumental in obtaining recreational amenities to accompany new development in the county. It is also responsible for acquisition and development of new parkland in the county and is authorized to use municipal bonds for this purpose. Within the secondary service area and

the outlying service area are Frying Pan Park, Stratton Woods Park, Folly Lick Stream Valley, and the Sugarland Run Stream Valley. Beyond the service area, in nearby Reston, the FCPA also provides a regional park at Lake Fairfax.

Fairfax County Public Schools (FCPS) provide about 20 acres of land with numerous recreational opportunities within the town boundaries. Just beyond the town boundaries, FCPS provides more land at Herndon High School, Hutchison Elementary School, Clearview Elementary School and Dranesville Elementary School. Detailed information about school facilities is provided below in the table, Recreational and Athletic Facilities in Herndon Schools (Primary and Secondary Service Area) 2006.

The Loudoun County Department of Parks, Recreation and Community Services provides recreational, educational and cultural services through park programs, community centers, day care service, before and after school programs, sports leagues for youth and adults, programs for people with special needs, and the Area Agency on Aging. While there are no recreational facilities of any kind within Herndon's outlying service area bounded by the W&OD trail, Sully Road/Route 28, the Dulles Toll Road, and the Town of Herndon, there are nearby Loudoun County facilities such as the Sterling Annex Community Center, the Sterling Community Center, the Arcola Community Center, and Claude Moore Park. In 2007, Claude Moore Community Center opened in Claude Moore Park with features such as a gym, indoor competitive pool and water play facility, teen room, fitness facility and classrooms.

The Reston Association provides 65 facilities including tot lots, recreation areas, the Walker Nature Center, pools, garden plots, and playfields. The Reston Association specializes in special events and programs, but not in organized team activities. Many Reston Association facilities are restricted to use by Reston residents. However, the Armstrong Elementary School in Reston has an attendance area that includes part

of Herndon, and Herndon Middle School in Herndon has an attendance area that includes part of Reston. This is one of the ways that Herndon and Reston interact.

The NVRPA is a coalition of jurisdictions and provides over 10,000 acres of parkland in 19 parks in Northern Virginia. Its parks contain 40 different types of recreational facilities including golf, ball fields, batting cages, boating, pools, picnic areas, open play fields, natural areas, and trails. It has no direct involvement in organized team athletics and typically charges fees for the use of its facilities. The only NVRPA facility in

the study area is the Washington and Old Dominion Regional Trail, an improved hike/bike/equestrian route which extends from Alexandria to Purcellville. Nearby, outside the service area, is Algonkian Regional Park, which provides a golf course, ball fields, a water park, trails, and boat access to the Potomac River.

Altogether, the three service areas of Herndon Parks and Recreation enjoy over 700 acres of park land (including school recreational areas). See the table, 2006 Inventory of Public Recreational Resources in the Herndon Parks and Recreation Service Area.

Table 2: 2006 INVENTORY OF PUBLIC RECREATIONAL RESOURCES IN THE HERNDON PARKS AND RECREATION SERVICE AREA				
	Local Parks	Resource Based Parks	Regional Parks	Portion of Schools with Recreational Facilities
Primary Service Area (372.2 ac.)	Alabama Drive (10 ac.) Bruin (8 ac.) Chandon (8 ac.) Cuttermill (6 ac.) Fortnightly Square (0.4 ac.) Haley Smith (0.5 ac.) Harding (0.5 ac.) Herndon Community Center with Bready Park (12 ac.) Monroe Street (5 ac.) Spring Street (1.5 ac.) Stanton Park (10 ac.) Town Green (0.9 ac.) Town Hall Square (0.1 ac.) Trailside (6 ac.)	Runnymede (58 ac.) Sugarland Run Stream Valley Trail (32 ac.) Folly Lick / Spring Branch Stream (12 ac.)	W & OD Trail (29.2 ac.) Herndon Municipal Golf Course (142 ac.)	Herndon Elementary (7 ac.) Herndon Middle (13.6 ac.)
subtotal	78.4 acres	102 acres	171.2 acres	20.6 acres
Secondary Service Area (225 ac.)		Sugarland Run Stream Valley Trail (158 ac.) Folly Lick Branch Stream Valley Trail (23 ac.)		Clearview Elementary (6 ac.) Dranesville Elementary (8 ac.) Hutchinson Elementary (17 ac.) Herndon High (13 ac.)
subtotal	0 acres	181 acres	0 acres	44 acres
Outlying Service Area (143 ac.)	Stratton Woods (25.5 ac.)	Frying Pan Park (104 ac.)	W & OD Trail (13.5 ac.)	
TOTAL OF ALL (740.2 ACRES)	104.9 ACRES	387 ACRES	184.7 ACRES	64.6 ACRES

Population

Town parks and recreation programs are available to all, and especially serve those within close proximity to the town. The service area is estimated to encompass approximately 63,000 people, with about one third of that population

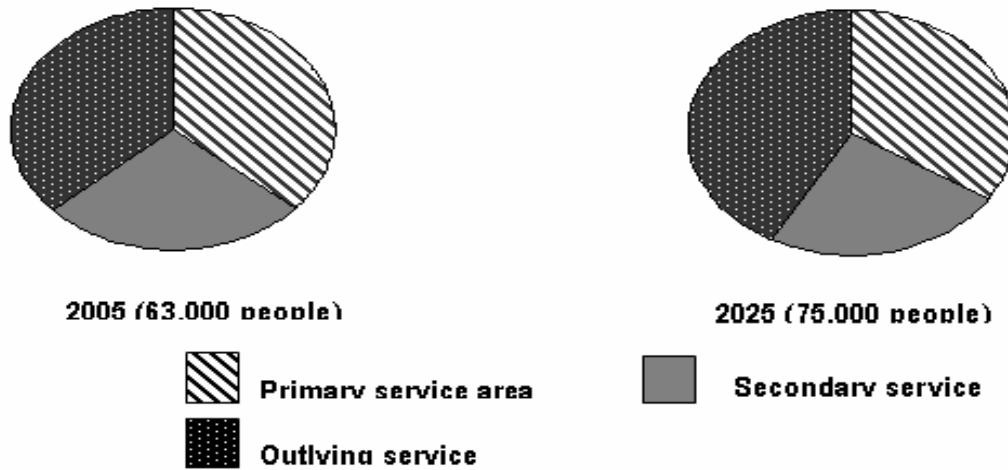
residing within the town itself. The largest growth in population is anticipated to occur in the “outlying” service area which lies west of town in a portion of Loudoun County, and south of town, including McNair Farms.

Table 3: Population of Service Area for Herndon Parks and Recreation (2006)						
Service Area	Census and Sub census Tract	2005	2010	2015	2020	2025
Primary (Town)	4808/4809	22,848	23,948	24,351	24,754	25,512
Secondary (Fairfax County)	4805.01	5,948	6,040	6,210	6,264	6,282
Secondary (Fairfax County)	4805.02	6,196	6,265	6,366	6,400	6,414
Secondary (Fairfax County)	4810.01	4,718	4,797	5,138	5,239	5,269
Outlying (Fairfax County)	4811.01	3,848	7,698	7,709	7,720	7,728
Outlying (Fairfax County)	4811.02	8,263	8,780	9,508	9,722	9,783
Outlying (Fairfax County)	4811.03	4,170	4,195	4,294	4,325	4,337
Outlying (Fairfax County)	4825.01	4,133	5,855	6,037	6,095	6,113
Outlying (Loudoun County)	6117.2	2,711	2,847	2,989	3,138	3,295
Primary Service Area total		22,848	23,948	24,351	24,754	25,512
Secondary Service Area		16,862	17,102	17,714	17,903	17,965
Outlying Service Area		23,125	29,375	30,537	31,000	31,256
Service Area Total		62,835	70,425	72,602	73,657	74,733

Sources: Town of Herndon Department of Community Development, U.S. Bureau of the Census, U.S. Census of Population and Housing: 2000; American Community Survey, and Fairfax County Department of Systems Management for Human Services, 2004 through 2025.

Note: Sub census tracts are Fairfax County designations and are not recognized by the U.S. Census Bureau. Sub census tracts divide federally defined census tracts into smaller areas for analysis purposes.

Population in the Herndon Parks and Recreation Service Area



Evaluation of Service Delivery

Standards in General

This plan uses the standards of the Fairfax County Park Authority (FCPA). It should be noted that standards of the state, the NVRC and

Fairfax County are in an almost continual process of review and revision.



**Table 4: FAIRFAX COUNTY COMPREHENSIVE PLAN, 2003 Edition POLICY PLAN
Parks and Recreation, Amended through 6-20-2005**

Park Facility	Population-based Countywide Service Level Standard
Rectangle Fields (soccer, football, lacrosse, field hockey and cricket fields)	1 field/2,700
Adult Softball Diamonds with Skinned Infields	1 field/22,000
Youth Softball Diamonds with Skinned Infields	1 field/8,800
Youth Baseball Diamonds with Grassed Infields	1 field/7,200
Adult Baseball Diamonds with Grassed Infields	1 field/24,000
Trails	Consistent with Adopted Countywide Trails Plan and Goal to Link Trails to Park Facilities
Playgrounds	1 playground/2,800
Multi-use Courts	1 court/2,100
Reservable Picnic Areas	1 site/12,000
Neighborhood Dog Parks (Typically less than 3 acres)	1 site/86,000
Regional Dog Parks (Typically more than 8 acres with special event features)	1 site/400,000
Neighborhood Serving Skate Parks- (Modular/Portable Types)	1 site/106,000
Countywide Skate Parks- (Larger Permanent/Fixed Type)	1 site/210,000
Golf (measured by number of golf holes)	1 hole/3,200
Nature Centers (measured in building square feet)	0.04 sf/person
RECenters including Indoor Aquatics, Fitness and other Community Uses (measured in building square feet)	1.1 sf/person
Indoor Gyms (measured in building square feet)	2.8 sf/person
Outdoor Family Aquatics Facilities	1 site/570,000
Horticulture/Garden Parks	1 site/350,000
Equestrian Facilities	1 site/595,000
Waterfront Parks	1 site/90,000

The Fairfax County Park Authority Board learned in a benchmark survey that Fairfax County provides about 22 acres of public open space per 1,000 population, compared to an average of 19 acres per 1,000 population in nearby peer jurisdictions. The public open space in Fairfax County includes lands owned by the federal government, the state government, the county government, town governments, and the City of Fairfax. The Fairfax County Park Authority also learned in a citizen survey that there is overwhelming support for additional open space in the county.

At this writing, recreational public land within the town, including parks owned by the NVRPA, the FCPA and the Town of Herndon (including the golf course) comprise 352 acres which amounts to about 15 acres per 1,000 population.

The Fairfax County comprehensive plan does establish a standard that may be applied in Herndon: *“for Local Parkland, provide a minimum of 5 acres per 1,000 population.”* Analysis shows that Herndon has four acres of “local parkland” per thousand population (see Table 2: “2006 Inventory of Public Recreational Resources in the Herndon Parks and Recreation Service Area” and Table 5: “Town of Herndon, Virginia: Land Area for Recreation, August 2006” for a listing of parks that may be considered “local parkland”).

Definitions - Residents of Herndon use the terms "passive" and "active" to characterize types of park development in the town. The plan for parks and recreation seeks to define these terms to clarify their distinctions and similarities. The definitions distinguish the activities of people from specific site features:

1. **Passive Recreational Pastimes:** Characterized by non-consumptive, low impact and less structured activities such as strolling, picnicking, bird watching, informal game activities, nature study, reading, drawing, etc.;
2. **Active Recreational Pastimes:** Characterized by individualized pursuits or team activities; can be either structured/organized or unstructured activity. Usually requires special site features to facilitate the activity;
3. **Passive Recreational Site Features:** Should include parking, trash containers, and benches at a minimum. Can include forests, meadows, wetlands, and other natural areas. Can include historical/archaeological sites and artifacts. Can include picnic tables, trails, open play areas, playgrounds, horseshoe pits, interpretive stations. Can be characterized by natural areas or a landscaped urban setting;
4. **Active Recreational Site Features:** Typically requires land disturbance with site grading and clearing. Can include hard surface areas for tennis, basketball, shuffleboard or dodgeball. Can include specially maintained turf for golf, softball/baseball, football or soccer. Can also include swimming pools.

All passive recreational pastimes need not be confined to sites of predominantly passive recreational features, just as all active recreational pastimes need not be confined to sites of predominantly active recreational features. For example, jogging, backpacking, biking, volleyball or football can occur on trails or meadows in passive areas even though these pastimes are not

necessarily passive. Similarly, picnicking and strolling can accompany active recreational pursuits like softball or soccer games.

Given the constraints for establishing new parks in Herndon, a balance of the range of activities and site features should be designed into any new parks or modifications of existing parks.

Table 5: Town of Herndon, Virginia: Land Area for Recreation
August 2006

entities involved\1	name of park	acreage	Site is predominantly:		land owned by Town	local parkland\3
			Active	Passive		
TOH	Herndon Comm. Ctr.	2.0	•		•	•
TOH	Bready Park	10.0	•		•	•
FCPA	Alabama Drive Park	10.0	•			•
FCPA/TOH	Bruin Park	8.0	•		•	•
FCPA/TOH	Chandon Park	8.0	•		•	•
TOH	Cuttermill Park	6.0	•		•	•
TOH	FL/Spring Branch Trail	12.0		•	•	
TOH	Fortnightly Square	0.4		•	•	•
TOH	Haley Smith Park	10.0	•		•	•
TOH	Harding Park	0.5		•	•	•
TOH	Monroe Street Park	5.0		•	•	•
TOH	Runnymede Park	58.0		•	•	
TOH	Spring Street Park	1.5		•	•	•
FCPA	Stanton Park	10.0		•		•
TOH	Town Green	0.9		•	•	•
TOH	Town Hall Square	0.1		•	•	•
TOH	Trailside Park	6.0		•	•	•
TOH	Sugarland Run Trail\4	32.0		•	•	
	Schools:					
FCPS	Herndon Elem. School	7.0\2	•			
FCPS	Herndon Interm. School	13.6\2	•			
	Regional:					
TOH	Golf Course	142.0			•	
NVRPA	W&OD Trail	29.0		•		
Total Acreage		372.0	76.6	155.4	302.4	78.4

1/ TOH = Town of Herndon
FCPA = Fairfax County Park Authority
FCPS = Fairfax County Public Schools
NVRPA = Northern Virginia Regional Park Authority

2/ estimated area of school site with recreational facilities

3/ as described in the Fairfax County Comprehensive Plan: “. . . Local parks primarily provide facilities for active or passive recreation, or both; areas for scheduled and unscheduled recreation activities and social gathering places. . .”

4/ stream valley area not otherwise counted as part of a park

Evaluation of Present Facilities

Community Input

To evaluate interest and needs of the community, the Department of Parks and Recreation undertook several initiatives to evaluate citizen interest. In March 2006 a community forum was held to obtain citizen input. The results of the forum indicated interest by citizens to protect sensitive lands and to consider creating small pocket parks where small land areas are available but unsuitable for development. Pocket parks would serve as neighborhood beautification and as buffers between commercial and residential areas.

The Parks and Recreation Department conducted a citizens and user survey in March 2006 to assess the effectiveness of programs and facilities. A question on the survey requested respondents to indicate their “most wanted” and

“least wanted” facilities for the community.

The largest response from residents for “most wanted” facilities was for multi-use trails (34 percent) followed by an outdoor pool (21 percent), an amphitheater (20 percent), and dog parks (16 percent). The most noted response for “least wanted” facilities was dog parks (32 percent). The survey revealed how town parks rated for perceptions of safety and appearance on a scale of one to four, with four being the highest. Haley Smith Park rated the highest, while Alabama Drive Park rated the lowest, although all parks rated above two for appearance. The town has also received citizen input through public hearings and written correspondence to develop a skateboard area and for a two field youth baseball facility.

Land for Recreation in the Town

Most recreational facilities in the study area are provided by the Town of Herndon, the FCPA or the Fairfax County School Board. The town provides 80 percent of the parkland within its boundaries. This plan uses land area standards for active and passive areas of 8.5 acres per 1,000 people for each type. A projected population in the town of 25,512 people in 2025 should be served by the following areas: 213 acres of active land, 213 acres of passive land, and a total of 426 acres. In 2006, the town contained 372 acres of public recreational land, or 87 percent of this area requirement.

Considering a long term pattern of increasing population accompanied by the development of almost all land in the town, the town must seek

other approaches to serving recreational needs of persons within the service area. Privately provided recreation land helps to some extent (see Table 8: “Private Facilities Providing Recreation Services in the Town of Herndon.”). Park improvements and management can help maximize the use of the parks through techniques such as prolonging the hours of use, installing lighting, using synthetic turf, and increasing the scheduling of activities. To address the need for open space that brings visual relief and mitigates storm water runoff, alternate techniques such as green roofs, stormwater management ponds that are attractively landscaped to be visual amenities, and permeable parking surfaces may be considered.

Herndon Parks and Community Recreational Facilities

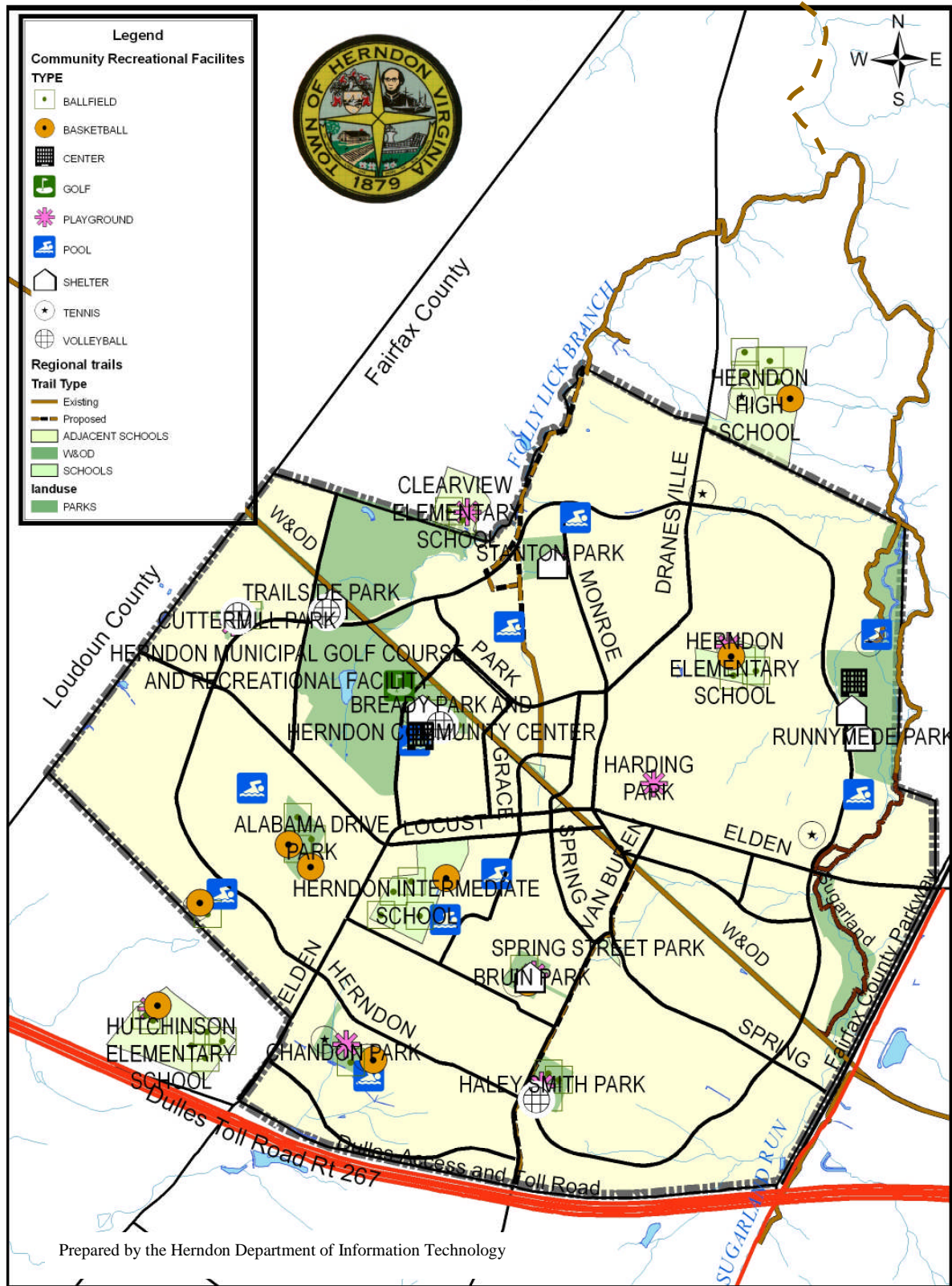


Table 6: RECREATION FACILITIES IN PARKS IN THE TOWN OF HENRDON, VIRGINIA, 2006

	TOH		FCPA	FCPA /TOH	FCPA /TOH	TOH	TOH	TOH	TOH	TOH	TOH	TOH	TOH	FCPA	TOH	TOH	TOH	TOH
	Herndon Community Ctr.	Bready Park	Alabama Drive Park	Bruin Park	Chandon Park	Cuttermill Park	FL/ Spring Branch	Fortnightly Square	Haley Smith Park	Harding Park	Monroe Street Park	Runnymede Park	Spring Street Park	Stanton Park	Town Green	Town Hall Square	Trailside Park	Sugarland Run Trail
Acreage	2	10	10	8	8	6	12	0.4	10	0.5	5	58	1.5	10	0.9	0.1	6	32
Indoor Pool	1																	
Baseball Field-60'		1	1	1		1			1									
Baseball Field-90'			1		1													
Softball Field-Youth									1									
Softball Field-Adult		1																
Basketball - Indoor	1-½																	
Basketball – Outdoor		2	2	1		½			1									
Fitness Room	1																	
Football Field																		
Playground		2	1	1	1	2			1	1		1		1			1	
Picnic Shelter		1		1								2 (2007)		1			1	
Soccer Field		1	1						1									
Tennis Court		6		2	2													
Volleyball – Indoor	2																	
Volleyball – Outdoor						1			1								1	
Trails							1	1				17						1

TOH – Town of Herndon FCPA – Fairfax County Park Authority

Table 7: RECREATION & ATHLETIC FACILITIES IN HERNDON SCHOOLS (Primary and Secondary Service Areas) 2006						
	Clearview Elementary	Dranesville Elementary	Herndon Elementary	Herndon Middle	Herndon High	Hutchinson Elementary
Soccer/Lacrosse	2		1	1	1	6
Football				1	1	
Baseball - 60' Diamond		2		2		2
Baseball - 90' Diamond				1	1	
Softball - 60' Youth			2			
Softball - 65' Adult						
Basketball Indoor	1	1	1	2	2	1
Basketball Outdoor	1	3 ½ courts	1		2	2
Track				1	1	
Tennis					6	
Playground	1	1	1			1

Table 8: PRIVATE FACILITIES PROVIDING RECREATION SERVICES IN THE TOWN OF HERNDON		
<u>OUTDOOR SWIM POOLS</u> Cavalier Park Courts of Chandon Four Seasons Recreation Association Herndon Recreation, Inc. Hunters Creek Recreation Association Jefferson Mews Condominiums Lifestyle Condominiums Stuart Woods Apartments Sunfield Swim Pool Towns at Herndon Centre Worldgate Condominiums	<u>TENNIS COURTS</u> Courts of Chandon (2) Crestview Townhouse Association (1) Four Seasons Recreation Association (2) Hunters Creek Recreation Association (2) Old Dranesville Hunt Club (1) <u>BASEBALL FIELD</u> Four Seasons Recreation Association	<u>PLAY AREAS</u> Bluemont Town Homes Dulles Green Apartments Dumbarton Square Town Homes Four Seasons Recreation Stuart Woods Apartments Tralee Town Homes <u>OUTDOOR BASKETBALL COURTS</u> Courts of Chandon Four Seasons Recreation Association Herndon Courts Apartments Hunters Creek Recreation Association

Table 8: PRIVATE FACILITIES PROVIDING RECREATION SERVICES IN THE TOWN OF HERNDON		
<u>OUTDOOR SWIMMING POOLS</u>	<u>TENNIS COURTS</u>	<u>OUTDOOR BASKETBALL COURT</u>
Kingston Chase Homeowners	Kingston Chase Homeowners	Reflection Homes Association
Hiddenbrook Swim Club	Hiddenbrook Swim Club	Pool
Kingstream Community Pool	Kingstream Community Pool	<u>PLAYGROUNDS</u>
Reflection Pool		Kingston Chase Homeowners
Towns of Copper Spring		

Facilities Provided by the Fairfax County Park Authority in the Herndon Parks and Recreation Service Area

In addition to the facilities shown in the Table 6:
Recreation Facilities in Parks in the Town of

Herndon, Virginia, 2006, the FCPA also provides facilities at:

1. Stratton Woods Park, located in the extreme southeast corner of the Herndon Parks and Recreation Outlying Service Area. Stratton Park includes one 60' ball field, one 90' ball field, two basketball courts, a rectangular field, two tennis courts, three volleyball courts, and a trail;
2. Folly Lick Stream Valley Trail, along Folly Lick Branch on the north side of Town in the Herndon Parks and Recreation Secondary Service Area. Trail property owned by the FCPA comprises 23 acres;
3. Sugarland Run Stream Valley Trail along Sugarland Run north of the town in the Herndon Parks and Recreation Secondary Service Area, and beyond. Trail property in the secondary service area and owned by the FCPA comprises 158 acres. This land also includes two outdoor basketball courts, two playgrounds, and one soccer field.

The 2004 Needs Assessment by the FCPA reveals that the FCPA is not committed to providing 100 percent of facilities to meet the adopted Countywide Service level. Recognizing that there are other service providers in Fairfax County, including private providers as well as the National Park Service, the FCPA is committed to providing only a share of the facilities, as shown

in Table 9: Evaluation of Fairfax County Parks Authority Parks and Recreation Facilities. Deficiencies in FCPA facilities in the Herndon secondary service area appear in the categories of Neighborhood/Community Parks and ball fields. However, the needs assessment does establish the Herndon vicinity as a 2015 service area for purposes of providing adult baseball fields.

**Table 9: EVALUATION OF RECREATIONAL FACILITIES IN THE HERNDON SECONDARY PRIMARY AND SECONDARY SERVICE AREA USING FCPA STANDARDS
AUGUST 2006**

Park Facility	Population-based Fairfax County Service Level Standard (Countywide)	FCPA Policy for FCPA Contribution Level Countywide (from 2003 Needs Assessment)	Service Level that Should be Provided in Herndon Parks and Recreation Primary and Secondary Service Area, based on a 2005 population of 39,710	FCPA facilities provided in the Herndon Parks and Recreation Primary and Secondary Service Area	Total facilities provided by FCPA, FCPS, Town of Herndon in the Herndon Parks and Recreation Primary and Secondary Service Area
Rectangle Fields (soccer, football, lacrosse, field hockey and cricket fields)	1 field / 2,700	95	15	8	23*
Adult Softball Diamonds with Skinned Infields	1 field / 22,000	4	2	2	4
Youth Softball Diamonds with Skinned Infields	1 field / 8,800	0	6	0	11
Youth Baseball Diamonds with Grassed Infields	1 field / 7,200	0	6	1	3
Adult Baseball Diamonds with Grassed Infields	1 field / 24,000	9	2	0	1
Playgrounds	1 playground / 28,000	2 (Countywide Type)	14	6	17
Multi-use Courts	1 court / 2,100	12	19	0	0
Reservable Picnic Areas	1 site / 12,000	55	4	0	6
Neighborhood Dog Parks	1 site / 86,000	6	1	1	1
Regional Dog Parks (Typically more than 8 acres with special event features)	1 site / 400,000	1	0	0	0
Neighborhood Serving Skate Parks (Modular/Portable Types)	1 site / 106,000	9	1	0	0

**Table 9: EVALUATION OF RECREATIONAL FACILITIES IN THE HERNDON SECONDARY PRIMARY AND SECONDARY SERVICE AREA USING FCPA STANDARDS
AUGUST 2006**

Park Facility	Population-based Fairfax County Service Level Standard (Countywide)	FCPA Policy for FCPA Contribution Level Countywide (from 2003 Needs Assessment)	Service Level that <u>Should be Provided</u> in Herndon Parks and Recreation Primary and Secondary Service Area, based on a 2005 population of 39,710	FCPA facilities provided in the Herndon Parks and Recreation Primary and Secondary Service Area	<u>Total facilities provided</u> by FCPA, FCPS, Town of Herndon in the Herndon Parks and Recreation Primary and Secondary Service Area
Countywide Skate Parks- (Larger Permanent/Fixed Type)	1 site / 210,000	2	0	0	0
Golf (measured by number of golf holes)	1 hole / 3,200	0	13	0	18
Nature Centers (measured in building square feet)	0.04 sf / person	13,070 sf	1,589 sf	0	-
RECenters including Indoor Aquatics, Fitness and other Community Uses (measured in building square feet)	1.1 sf / person	152,118 sf	43,681 sf	0	63,569
Indoor Gyms (measured in building square feet)	2.8 sf / person	101,741 sf	111,188 sf	0	
Outdoor Family Aquatics Facilities	1 site / 570,000	Expand existing Water Mine	0	0	0
Horticulture/Garden Parks	1 site / 350,000	Maintain existing park and develop horticultural themed community parks	0	0	0
Equestrian Facilities	1 site / 595,000	1	0	0	0
Waterfront Parks	1 site / 90,000	2	0	0	0

Note: The fields at Herndon High School are not used for community athletic events.

The Plan for Parks and Recreation

In January 2007, the Town Council approved a strategic plan for the Parks and Recreation Department which outlined four strategic themes: Identify community needs and engender partnerships; Maintain and improve facilities; Focus on employee recruitment and training and sustain agency accreditation; and Protect and enhance town parks.

In addition, the department has incorporated the town's vision and goals, in particular the initiative "Our Renowned Amenities" into its fiscal objectives in creating a sense of place and livable community. To complete the planning process, in 2006 the department developed a recreation program plan which articulates strategies and objectives to achieve these same goals through programs and services offered in the upcoming 3-5 years.

Planned and Proposed Facilities in Herndon

1. Community Center, Phase Five - This Plan suggests that the town may never be able to meet standards for the amount of space needed to serve the resident population. Maximizing the use of existing facilities will become increasingly necessary as the population of the town and area served by the town continue to grow. The Community Center offers a recreational opportunity that is alternative to outdoor recreational activities. Since this plan documents a permanent shortage of land area to meet recreational needs, increasing the use of the Community Center is justifiable and necessary. Originally constructed in 1979, the Community Center completed Phase IV expansion in November 2006, which included a 20,000 square foot addition and 62 space expansion to the parking lot. Phase V improvements will include a 10,000 square foot addition, more space for community fitness, classes, and community meeting space.
2. Runnymede Park - Park improvements in this 58 acre park include the 2007 construction of two picnic shelters, an improved entrance, addition of parking spaces and an Americans with Disabilities Act (ADA) accessible trail to Sugarland Run. Finalize and complete additional park improvements and development, including the Nature Center, as outlined in the resource management plan and the detailed Park Master Plan adopted by the Town Council on December 10, 1991 and amended on November 8, 2005. Develop a written, actionable maintenance plan for Runnymede Park to include such things as best management practices for invasive plants, diseases and animals, pond maintenance and dredging, meadow succession management, trail maintenance and signage, stream testing, litter control, interpretive programs, and environmental education and stewardship.
3. Trails and Stream Valley Parks - The town's transportation plan and capital improvement program (CIP) recognize the importance of trails as both an alternate mode of transportation and for leisure and fitness activities. The CIP includes projects to construct new sidewalks, complete construction of a trail in the Folly Lick Branch and Spring Branch stream valleys, improve intersections of the W&OD Regional Trail with streets, improve lighting, maintenance and surface treatment of trails, and provide lighting along the W&OD Regional Trail in the Herndon downtown area. Maintaining the viability of stream valley parks requires an ongoing effort to stabilize the stream banks that are prone to erosion during peak flows during and after heavy rainfall. That effort is also included in the town's CIP.

4. **Downtown Recreation and Cultural Events Support Facilities** - The town enjoys the use of Town Hall Square, the Town Green, and even town streets for special events in the downtown. The town will continue to promote Herndon and the downtown by attracting people to the area with community events including the Herndon Festival, Labor Day Jazz and Wine Festival, Summer Concert Series and Farmers' Market Fun Days. These events warrant the provision of permanent public restrooms at a suitable location in the downtown. Opportunities will continue to be sought to accommodate the public restrooms. Over time, redevelopment in the core of the downtown will overtake the existing municipal parking lots that have been used from time to time for festivals and community events. The Parks and Recreation Department will need to make use of other town facilities to stage certain portions of major events such as the annual Herndon Festival and the carnival rides that are a part of this event.
5. **Arts Center** - The town has planned for the development of an arts center in the downtown for many years. The arts center concept was included in the 2010 Comprehensive Plan adopted in 1990. During 2003, the town purchased the Hands Inc. property at 750 Center Street (Tax Map 16-2-002, parcels 10B, 17 and 18) for the development of an arts center in conjunction with other downtown redevelopment. In 2006, the Town Council passed a resolution requesting detailed proposals for downtown development and defining the size and major features of an arts center. In this resolution and in subsequent documents reviewed by the Town Council the arts center was defined as a flexible multi-use theater including performance space with seating for approximately 250 persons, lobby, public rest rooms, community television studio, set storage, backstage areas and related features with a total floor area for the facility in the range of 12,000 square feet. The arts center is envisioned as a space that may be contained within a larger structure housing other uses.
6. **Temporary Arts Center.** In August of 2007, the town entered into a lease agreement for the use of a portion of the building at 750 Center Street for a temporary arts center. The arts center opened in August 2008. The lease describes cultural arts uses such as an art gallery, meetings with artists, art classes and artistic events. The lease is to be terminated upon notice in the event that the town redevelops the land as part of a larger public-private project.
7. **Town-owned Property on Monroe Street North of Stanton Park:** Since 1990, the Town-owned property north of Stanton Park has been designated as a community facility and specifically as a public park. The town should undertake a master planning process to establish suitable facilities at this site.

Alternative Provision Strategy for Parks and Recreation

In the absence of land and public resources to meet the recreational needs of Herndon residents, this plan affirms policy to work with various other sources, both within and outside the town, to supplement the supply of facilities. Sources may include churches with land usable for open play areas, or homeowner associations with

recreational amenities. The enclosed pool at the Aquatics Center helps meet the demand for aquatic activities in Herndon. Another source might include commercial developments where recreational amenities are provided (e.g., hotel pools) or land usable for open play areas.

Goals for Parks and Recreation

1. To provide a variety of quality recreation experiences, respect and recognize the diversity of the community, and enhance the lives of the citizens and visitors, while maintaining affordability and access for the citizenry.
2. To provide recreation and aquatics facilities that offer fun, friendly, and accessible opportunities for the citizens and visitors to exercise, learn, relax, socialize, celebrate and enjoy their leisure time.
3. To improve, enhance and expand top-quality facilities, open spaces and programs to enrich the recreational opportunities for town residents and visitors.
4. To serve the community with fiscal efficiency and effectiveness to maintain its responsibility to the community and to demonstrate excellent management.
5. To provide access to recreation to those who may be hindered by cultural, economic, physical or social barriers.
6. To plan, coordinate, implement and evaluate a diverse array of recreation programs and activities to meet the social, physical, intellectual and/or cultural interests of the town's citizens.
7. To develop an attractive, environmentally sensitive open space system such as trails, stream valleys, parks of all kinds, Green Streets and Village Streets, to help maintain attractive, pleasing places to live, work and play.
8. Protect, monitor and manage park water resources and stream valleys.
9. To recognize the role of parks for enhancing healthy, livable communities.
10. To promote the health and wellness of our patrons and citizens and combat detrimental health concerns such as obesity and juvenile diabetes.
11. To promote Herndon and the downtown by attracting citizens to the area through community events including the Herndon Festival, Labor Day Jazz and Wine Festival, Summer Concert Series and Farmers' Market Fun Days.
12. To join with other public agencies to provide a balance of quality recreational facilities:
 - a. Provide parks with natural areas for nature study, jogging, hiking, picnicking;
 - b. Provide areas with amenities like ball fields, tennis and basketball courts;
 - c. Ensure an equitable distribution of recreational facilities to include neighborhood parks, community parks, natural areas, vest-pocket parks, tot lots and a linear trail system;
 - d. Protect existing recreational facilities within the town, especially those on public school grounds.

13. To manage a capital program for recreational resources in Herndon, including:
 - a. Complete Herndon Community Center Phase Five;
 - b. Initiate plans of general sports field and improvements to town parks;
 - c. Encourage the implementation of funding to complete the Bready Park synthetic turf field;
 - d. Construct the remaining improvements approved by the Town Council at Runnymede Park, including the Nature Center;
 - e. Implement planning and development of the Folly Lick/Spring Branch Trail;
 - f. Encourage the construction of a community skateboard facility;
 - g. Monitor stream bank stabilization issues for Sugarland Run Stream;
 - h. Trails:
 - i. Provide pedestrian links between neighborhoods, parks, commercial areas, and transit services via sidewalks and trails;
 - ii. Provide improved lighting, maintenance, and surface treatment of trails between parks for hiking, biking and jogging;
 - iii. Work with Fairfax County to study alternatives and construct W&OD Trail crossing enhancements at Crestview Drive, Ferndale Road, and Grace Street;
 - iv. Design and install lighting along the W&OD Trail in the Herndon downtown area.
14. Protect parklands from encroachments and minimize adverse human impacts to natural areas. Minimize the effects of stormwater outfalls on parkland.
15. Manage vegetative resources, including invasive species, through appropriate inventories, monitoring, education, planning, management and restoration to protect and improve the ecosystem function including increasing native species biodiversity.
16. To continue efforts for the acquisition of permanent public open spaces.
17. Protect, monitor, plan, manage and restore wildlife, and wildlife habitat, on parkland to protect the ecosystem function, including increasing biodiversity of native species.
18. Encourage natural resource stewardship through educational programs and other means that highlight the significance of natural resources.
19. Mitigate adverse impacts from park activities on surrounding neighborhoods through careful park planning, site design, management and operations.
20. Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate.

21. Ensure that efficient park facility maintenance and management practices can be achieved to provide for long-term sustainability and preservation of the public investment.
 22. Apply appropriate design standards to all facilities proposed for inclusion in the park system and develop signature architectural elements and logos.
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Parks and Recreation Strategy

1. Provide opportunities for citizens to join in celebration of Herndon through entertainment, social, sports, and cultural events.
2. Provide safe, clean, and attractive facilities in a customer-friendly environment.
3. Improve consistency of the approval rating of the appearance of public parks, as shown in citizen surveys.
4. Acknowledge that the user population for Herndon recreational facilities lies in an area larger than the town itself and may be described as being within a “primary service area”, a “secondary service area” and an “outlying service area.” The population for this service area is approximately three times the size of the town population based on present usage patterns and a vicinity defined by West Ox Road to the south, Harry Flood Byrd Highway to the north, Sully Road and the W&OD Railroad Regional Park to the west, and the Fairfax County Parkway to the east.
5. Recognize the responsibility of Fairfax County to provide services in the Herndon area:
 - a. In western Fairfax County, ensure that Fairfax County fulfills its commitment to the provision of active and passive recreational areas;
 - b. For the Town of Herndon, develop coordinated initiatives with Fairfax County to help ensure that Fairfax County fulfills its standards for the provision of facilities;
 - c. Encourage support by Fairfax County for the Herndon-based organizations recognized by Fairfax County as providing sports programs.
6. Provide priority access for town residents to registered programs provided exclusively by the Town of Herndon.
7. Continue coordination efforts between community groups and the town Parks and Recreation Department to fulfill documented recreation needs.
8. To assess, on an annual basis, the interests of current users and non-users regarding recreation programs using methods that include surveys, evaluations, and focus groups.
9. Engage in a master planning process for the town-owned property designated in 1990 as a public park on Monroe Street (abutting the north side of Stanton Park).
10. Ensure that current and future planning of park and recreation facilities and programs provided by the town reflect the diverse needs of town residents:

- a. Ensure equitable use by residents of the community for all facilities including Herndon Community Center, Bready Park Tennis Structure, sports fields, playgrounds and parks, and picnic shelters;
 - b. Identify marketing methods and resources that reach non-traditional users of Parks and Recreation programs and activities;
 - c. Train staff to relate effectively to various cultures and diverse ethnic groups;
 - d. Respond to requests for inclusion of special needs and at-risk populations.
11. Continue to ensure the most efficient use of recreational resources within the town.
12. Achieve and maintain agency accreditation by meeting or exceeding standards set by the National Recreation and Park Association.
13. Continue Herndon's participation in regional recreational planning.
14. Engage the community in the protection, sustenance and revitalization of environmental resources:
- a. Establish efforts to protect and manage wildlife habitats;
 - b. Incorporate opportunities for organized nature study activities.
15. Develop and maintain a safe, integrated, and coordinated network of shared use trails in accordance with appropriate standards to accommodate multiple users in conjunction with providing access to recreational, employment, educational, and commercial activity centers.
16. Encourage funding for park acquisition and development through voluntary developer contributions to offset the impact of new residential development.
17. Ensure that new residential development provides adequate on-site private recreation facilities for the residents of the development.
18. Encourage the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication.
19. Non-residential development should offset significant impacts of work force growth on the parks and recreation system.
20. Ensure that Comprehensive Plan land use amendment proposals for higher densities include provision of parkland and trails or sidewalks to offset the impacts of increased density.
21. On development adjacent to park property, encourage designs that minimize the potential for encroachments and adverse environmental impacts on parkland and that augment the natural resource values of the parkland.
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VIII. Residential Areas and Housing

Housing Stock – Mix of Housing Types

Herndon has a balanced mix of housing types. As shown in the chart below, the town's housing stock consists of similar proportions of single-family detached, townhouse and multifamily units. The second chart displays similar data going back to 1994. The total number of housing units grew over

29 percent between 1994 and 2007. The largest factor affecting the housing mix over time was the construction during the 1990s of over 800 units of multifamily condominiums and rental apartments as part of the Worldgate development.

January 1, 2008 Housing Unit Estimate

Dwelling Units	Number	Percentage of Total Dwelling Units
Single Family Detached	2,938	38%
Single Family Attached (Townhouses)	2,284	29%
Multifamily (Apartments and Condominiums)	2,540	33%
TOTAL	7,762	100%

January 1, 1994 Housing Unit Estimate

Dwelling Units	Number	Percentage of Total Dwelling Units
Single Family Detached	2,671	45%
Single Family Attached (Townhouses)	1,675	28%
Multifamily (Apartments and Condominiums)	1,614	27%
TOTAL	5,960	100%

Housing Stock – Age

The age of the housing is also an important factor when evaluating housing stock. Based on figures from the 2000 Census, a significant amount (37 percent) of the housing stock was built during the 1970s. This figure dropped over the next two decades, as approximately 25 percent of the existing housing stock was constructed during the 1980s and 1990s. Since the year 2000, 525 housing units, or about 7 percent of the total housing stock, has been

built¹¹. Sixty-seven percent, or 352, of these units have been townhouses, which were approved as residential rezoning applications.

¹¹ Based on counts of the Town of Herndon building finals for new construction and the review of approved site plans and subdivision plans for residential development.

Housing Ownership

According to the 2000 Census, 65.9 percent of the housing units in the town were owner occupied. During 2007 the town was affected by the nationwide crisis in the mortgage

industry. Questionable and sometimes predatory lending practices led to many foreclosures and the town did not escape regional and nationwide trends in this regard.

Housing Affordability

According to a study on housing affordability in Fairfax County done by the Center for Regional Analysis, School of Public Policy at George Mason University, housing affordability is and will continue to be a concern for Fairfax County¹². This study evaluated rental units and ownership housing affordability for 2005, 2010 and 2025. In 2005, households making the median income could afford 97 percent of rental units in the county. In 2010 and 2025, rental housing will continue to be affordable to most households earning the median income. It is important to note that Fairfax County has one of the highest median income levels in the country. That level is also affected by a high percentage of two or more wage earners within a household. The study projects that in 2010, households earning the median will be able to afford 95 percent of rental housing. In 2025, this figures drops slightly to 94 percent. These figures assume that rent amounts to 30 percent of household income.

Affordability of home ownership is another matter; the study found that in 2005 only 28 percent of ownership units were affordable to households making the median income. These figures decline slightly in 2010 to 22 percent. By 2025, the study projects that only 4.9 percent of ownership units will be affordable to households earning the median income. Affordability for home ownership in the study is

based on Fannie Mae's calculator for "How much housing you can afford". It assumes a 30-year mortgage at 6.5 percent interest, \$20,000 in cash available, \$700 monthly debt and 5 percent down payment. The chart shows the housing price, number of units projected to be sold and percentage of for sale housing for households earning the median income.

The Department of Housing and Urban Development estimates the FY2007 median family income for the Washington, DC metropolitan area is \$94,500 for a family of four. Based on generally accepted guidelines of paying no more than 30 percent of gross income for rent and purchasing a home that is 2.5 times the annual household income, a family earning the median income could afford rent up to \$2,362.50 a month or an ownership unit costing \$236,250.

Fairfax County provides a variety of affordable housing initiatives such as county and federally funded rental programs, federally funded housing rental vouchers, and affordable dwelling unit programs for rental and ownership units. The county also supports a variety of first time home buyer programs and has several programs for affordable senior housing including county operated residences and privately owned complexes. County affordable housing initiatives in the Town of Herndon include the Herndon Harbor House (senior housing) and affordable rental dwelling units in Archstone

¹² McLain, John, AICP; Fowler, Lisa A., PhD; "Need for Affordable/Workforce Housing in Fairfax County", Center for Regional Analysis, School of Public Policy, George Mason University, November, 2006.

(formerly Westerly) at Worldgate. The Low and Moderate Income Housing Guide prepared by Fairfax County in 2004 identifies two privately

owned apartment complexes in Herndon that rent some or all units at a moderate cost and may accept federal housing vouchers.

Year	Median Household Income	Maximum Price of Affordable For Sale Housing	Number of Units To Be Sold	Percent of Total For Sale Housing Units
2005	\$94,610	\$384,444	6,213	28.2%
2010*	\$104,071	\$427,301	5,351	22.3%
2025*	\$135,292	\$580,526	1,366	4.9%

* Figures in these rows are projected. Assumes income increase by 2% annually and home price increase of 3.4% annually between 2005 through 2010 and 6% annually between 2010 and 2025.

Maintenance and Appearance of Housing Stock

The Town of Herndon has a variety of programs that support the appearance of its neighborhoods. The Building Inspections Division is responsible for enforcing code requirements for property maintenance and vacant housing. In 2003, this effort was supplemented by hiring an additional staff member solely devoted to enforcing property maintenance regulations in specific neighborhoods.

Another town sponsored program is the Cultivating Community Initiative which promotes neighborhood beautification and builds community spirit. Relying heavily on community volunteers, the Cultivating Community Initiative coordinates and implements the following programs: Good Neighbor Award, Yard of the Month, Herndon in Bloom, Neighborhood Celebration Month and the Garden Tour.

In 2000, the town hired a Housing Rehabilitation Specialist through a Fairfax County grant program. This position has actively assisted various homeowner associations in updating their exterior architectural standards and the position has also educated homeowners about the Fairfax County Home Improvement Loan Program, which provides low interest loans to income eligible homeowners for repairs and upgrades to their dwelling unit. Since 2001, this initiative has provided rehabilitation efforts in eight townhouse communities and to individual homeowners throughout the town's residential neighborhoods. This position also provides technical and design assistance to Herndon homeowners in the rehabilitation and maintenance of their homes.

During 2007 the town enacted a targeted Rental Inspection Permit program to provide for the periodic inspection of rental housing units to ensure that the units meet minimum building code and safety standards. The program is contained in the town code at Chapter 10, Article VI Neighborhood Preservation. The program is geared to prevent deterioration and to provide for safe, decent and sanitary living conditions for tenants. After adopting the program the Town Council created Rental Inspection Districts for the Branch Drive Townhouses, the Park Avenue Townhouses, and the Waterford Park Townhouses. From time to time the Town Council may consider additional residential areas for rental inspection districts. Data analyzed by the Community Development staff during 2006 on townhouse and single-family neighborhoods indicated that there were several developments where known rental units

exceeded 12 percent of total units. It is assumed that there are a significant number of additional rental units that were not revealed by a

comparison of Fairfax County property data and town water account records.

Goals and Objectives for Housing

1. Ensure there is a diverse mix of housing to meet the needs of the town residents:
 - a. Encourage policies that maintain and encourage a balanced and diverse housing stock in terms of dwelling type, lot size, cost and tenure;
 - b. Encourage development of housing that addresses the needs and lifestyles of the senior population;
 - c. Support the Fairfax County Redevelopment and Housing Authority and the Fairfax County Department of Housing and Community Development in their effort to manage the Herndon Harbor House and Senior Center facilities and to provide housing and other services within the town.
2. Ensure that neighborhood appearance and function is maintained and enhanced:
 - a. Provide support and education to neighborhood groups and HOA's to ensure that neighborhoods are well-maintained;
 - b. Encourage new residential developments to be constructed with durable and low-maintenance exterior materials, consistent with Heritage Preservation guidelines for properties in Heritage districts;
 - c. Continue to support the efforts of the housing rehabilitation program provided through the Neighborhood Resource Center and Fairfax County programs such as the Home Improvement Loan Program;
 - d. Continue to support the town zoning enforcement team to reduce and eliminate overcrowded housing conditions;
 - e. Continue to support and enhance the Cultivating Communities Initiative that strengthen and enhance neighborhoods through such programs as Good Neighbor Award, Yard of the Month, Neighborhood Celebration Month and the Garden Tour;
 - f. Support the enforcement of property and building maintenance code requirements to ensure that homes and neighborhoods do not fall into disrepair or decline. Continue to use the enhanced capabilities and staffing levels in the Zoning Enforcement Division of the

Department of Community Development and the Building Official's office of the Public Works Department;

- g. Continue implementation of the rental inspection program first enacted in by Town Council in 2007 and consider the establishment of additional rental inspection districts each year, depending on conditions;
 - h. Develop neighborhood indicators for tracking neighborhood conditions over time to determine where neighborhood improvement initiatives should be targeted;
 - i. Focus public improvement projects, such as infrastructure and streetscape initiatives, in older neighborhoods where such facilities are deteriorating or lacking.
3. Ensure the availability of housing for all income ranges:
- a. Encourage the preservation of affordable housing units in town by either retaining the current units or replacing units lost through redevelopment with new units. See the following listing of existing housing projects considered affordable as of 2008;

Multifamily Data For Town of Herndon – as of January 2008

Rental Apartment Projects	Address	Rent**		Number of Units
		Minimum	Maximum	
Archstone Worldgate*	13000 Wilkes Way	\$1,300	\$1,930	320
Berkdale Apartments	661 Dulles Park Court	\$1,085	\$1,510	184
Dulles Glen Apartments	1265 Elden Street	\$1,132	\$1,610	180
Herndon Harbor House	873 Grace Street	\$758	\$853	120
International Apartments	831 Locust Street	\$1,135	\$1,265	90
Park Avenue Apartments	901 Park Avenue	\$1,000	\$1,000	44
Park Ridge Gardens	560 Florida Avenue	\$935	\$1,525	144

*The Archstone at Worldgate Apartments were developed under the Fairfax County Zoning Ordinance during the mid-1990s. This project fulfilled a requirement to provide 5% of the units within a project as affordable to County guidelines. These units within this project continue to be rented to tenants who qualify based on income.

** Rent information was collected in December of 2007 via telephone conversations with owner sales representatives.

- b. Seek the inclusion of affordable and/or workforce housing units as for sale and/or rental units mixed in to standard market driven housing projects;
 - c. Consider adopting a workforce housing unit requirement or similar guidelines for residential rezonings and new development.
-

IX. Transportation

Introduction

Transportation issues in Herndon are shaped by its location near the western end of the Dulles Technology Corridor, a concentration of high technology companies expanding westward from the Capital Beltway. The town's transportation environment is characterized by direct links to major metropolitan area highway, air, and rail transportation facilities. A network of major highways and arterial streets interconnects Herndon and surrounding communities in Fairfax and Loudoun counties.

This plan element includes strategies addressing Greater Herndon area transportation links as well as strategies recommended within the town itself. The document also sets forth a Proposed Major Street Network and recommends numerous specific facility improvement projects. The town's annual capital improvement program

(CIP) document sets forth a number of specific transportation projects.

An additional component of transportation planning is the town's sidewalk and trail system. A Master Trails Plan was first adopted by the Town Council in March of 1993. This plan was intended to address the recreational and transportation needs for trails in Herndon. In addition, it established a trail hierarchy with basic design standards. Most of the trail network has been constructed. However, important segments remain to be completed. Regional trails are included in specific capital improvement program projects. The Folly Lick/Spring Branch Regional Trail will be the focus of efforts over the next several years. The remainder of local trails and sidewalk improvements are included in the Trails and Sidewalks CIP project as well.

Street Classifications

Town streets are designated within categories that are consistent with the functional classifications used by the Virginia Department of Transportation and the Federal Highway Administration. These categories are based on three urban street systems: the Urban Principal Arterial System, the Urban Minor Arterial System and the Urban Collector System. For the purposes of additional planning specificity within the town, Minor Arterials and Collectors have each been subdivided into two types. The following Functional Classifications Chart displays the functions and features of each classification and its federal/state equivalent.

Principal Arterial roadways such as the Dulles Access Toll Road and the Fairfax County Parkway border the town. Urban Minor Arterials such as South Elden, East Elden and East Spring Streets carry high volumes and a significant amount of through traffic. Town Minor Arterials such as Worldgate Drive and Spring Street west of Herndon Parkway are also very important to the circulation pattern within the town. Collector streets provide access within residential, commercial, and industrial areas, channel traffic from local residential streets into the arterial system, and provide circulation within the Downtown.

2015 TRANSPORTATION PLAN – FUNCTIONAL CLASSIFICATIONS

Town Functional Classification	Typical Functions and Appropriate Policies	Typical Road Section Features	Maximum Volume (VPD)	Typical R.O.W. Width	FHWA/VDOT Equivalent
Principal Arterial Roadways (none lie within the Town boundaries) Example: Fairfax County Parkway	Highest volume, longest trips; connects major metropolitan centers. Appropriate for truck traffic.	Limited access, grade-separated interchanges 4+ travel lanes, wide medians and shoulders.	40,000 +	200' + (60m +)	Urban Principal Arterial System (Interstates, Other Freeways and Expressways, Other Urban Principal Arterials)
Urban Minor Arterial Streets (significant through movement) Example: South Elden Street	Higher volume, through movements connecting major suburban centers; major bus routes; interconnects with Principal Arterial system. Appropriate for truck traffic.	4 to 6 travel lanes, large medians, dedicated turning lanes, pedestrian / bicycle facilities on both sides of the street.	40,000	100' + (30m +)	Urban Minor Arterial Street System (Urban Minor Arterials are not subdivided)
Town Minor Arterial Streets (predominantly intro-Town movement) Example: Worldgate Drive	Moderate length trips, somewhat lower mobility, land use access, local bus routes; interconnects with Principal Arterial system. Regional through movement in generally discouraged. Appropriate for truck traffic.	4 travel lanes, medians, dedicated turn lanes, pedestrian / bicycle facilities on both sides of the street.	30,000	80' + (24m +)	
Major Collector Streets Example: Old Elden Street (between Sterling Rd and Monroe St)	Direct service to local areas, circulation within residential, commercial or industrial areas; channels residential streets on to arterials. Facilitate traffic flow; limited driveway access.	Generally 2 travel lanes*, dedicated turn lanes, parking lanes in some cases; pedestrian facilities on both sides of the street where feasible.	20,000	60' + (18m +)	Urban Collector Street System (Collectors are not subdivided)
Minor Collector Streets Example: Alabama Drive	Land access service, channels residential streets on to Major Collectors and Arterials. Support moderate mobility, parking can usually be accommodated.	2 travel lanes, parking lanes in some cases, pedestrian facilities on at least one side of the street.	10,000	50-60' (15-18m)	
Local Streets Example: Magnolia Lane	Direct access to abutting land use, lowest mobility, usually no bus routes. Discourage through movement; support appropriate traffic calming devices.	2 travel lanes, parking lanes except in older areas; pedestrian facilities on at least one side of the street.	5,000	40-60' (12-15m)	Urban Local Street System

*Any four lane streets should be divided with a median.

KEY: VPD = Vehicles Per Day (24 hour period)
R.O.W. = Full street right of way
FHWA = Federal Highway Administration
VDOT = Virginia Department of Transportation

Existing Conditions

Table 1 displays 24-hour traffic counts for 2006, giving an indication of existing conditions on the town's major streets. In general, it is likely that

traffic on these streets will continue to increase in the future. The extent of this increase in traffic will depend mostly upon:

1. Increased resident and work force population associated mainly with new residential and commercial developments in and around the town;
2. What is done to improve (or reduce) the capacity of these streets; and
3. What is done to provide (or reduce) capacity on other streets that traffic could use, in and around the town; and
4. What is done to influence the use of various modes of transportation.

TABLE 1: Traffic at the Town Limits (*Two-way volumes in vehicles per day, VPD*)

Count Station Name	Station Number #	2000 Base Year	2001	2004	2005	2006	Net Change 2000-2006	Percent Change 2000-2006
Dranesville Road	1	26,151	23,210	18,329	17,588	18,637	-7,514	-28.7%
Elden St. (East)	2	31,201	32,976	34,590	30,630	31,285	84	0.3%
Spring St. (East)	3	47,213	46,049	38,978	35,617	35,714	-11,499	-24.4%
Van Buren St. (South)	4	19,042	18,571	19,608	23,095	23,236	4,194	22.0%
Elden St. (South)	5	41,450	41,581	41,098	36,475	N/A*	N/A*	N/A*
Sterling Road	6	30,874	30,937	31,366	34,586	34,423	3,549	11.5%
Crestview Drive	7	14,495	14,654	14,347	14,212	18,703	4,208	29.0%
Totals		210,426	207,978	198,316	192,203	161,998	-6,978	9.7%

* Data not available due to major construction on South Elden Street.

Source: Town of Herndon, Department of Public Works Traffic Counts

For comparison, examples of traffic counts on other major area roadways are listed below, in annual average vehicles per day for 2004.

Route 267 (Dulles Toll Road), From Route 7 to Route 674 (Hunter Mill Road)	90,000
Route 267, from Route 602 (Reston Parkway) to Centreville Road	78,000
Route 7, from Route 228 (Dranesville Road) to Route 28	48,000
Route 602 (Reston Parkway) from Sunrise Valley Dr. to Sunset Hills Road	32,000

Source: Fairfax County Economic Development Authority, Area Business Reports, February 2007.

Goals for Transportation

1. To provide a transportation system that safely accommodates local traffic.
 2. To encourage use of major regional roads and highways outside of the town for regional traffic.
 3. To design needed transportation system improvements consistent with the town's character, to include maintaining a peaceful and harmonious environment.
 4. To use the transportation system to help guide growth and development within the town.
 5. To divert through traffic away from local streets and from the downtown.
 6. To facilitate alternative modes of transportation within the town.
 7. Provide safe streets that are friendly to pedestrians and bicyclists.
-

Objectives for Transportation

1. Contain the great majority of through traffic movement within the Minor Arterial Street System.
 2. Design and construct road improvements that preserve the small-town character and scale of Herndon, to include traffic management, landscaping and noise abatement amenities conducive to minimize disruption and maintain quiet neighborhoods.
 3. Provide efficient and safe flows of traffic on major streets through careful design and use of modern traffic signal technology.
 4. Identify and program sufficient resources to complete major elements or upgrades to the planned road network.
 5. Continue to support the Herndon Metrorail Station of the Dulles Corridor rail system and develop plans for surrounding access to the station.
 6. Continue to integrate pedestrian and bicycle facilities with the street and transit network through the Trail and Sidewalk Program and other project components of the town's capital improvement program involving transportation improvements.
 7. Apply appropriate traffic calming techniques and improvements to enhance vehicular and pedestrian safety and to preserve neighborhood character. Develop a policy regarding speed bumps and seek creative solutions to calm traffic.
 8. Minimize conflicting traffic movements by means of improved road design on arterial streets.
-

Transportation Strategies

The following strategies reflect specific courses of action in support of the goals and objectives outlined above. Transportation policies for the town are not simply based on projections of future demand and a program of improvements to meet that demand. Rather, plans and policies reflect an approach which balances mobility and

efficiency with other expressed community goals such as retaining a small-town atmosphere and quality of life. Greater Herndon Strategies focus on promotion of county, regional and state level efforts to improve the arterial network outside the town. Townwide Strategies focus on the transportation system within the town limits.

Greater Herndon Strategies

1. Support the funding, final design and construction for the Dulles Rail extension to Dulles Airport and Loudoun County.
2. Promote enhanced access facilities at the north side of the Herndon Metrorail Station, including the provision of a kiss and ride facilities.
3. Support the completion by Fairfax County and VDOT of the extension of Wiehle Avenue to Lincoln Avenue.
4. Promote the interconnection of arterial street systems in Loudoun and Fairfax Counties to improve the availability of truck routes without heavy dependence on Herndon Parkway.
5. Promote the connection over the Dulles Access Toll Road of Sunrise Valley Drive to Rock Hill Road. This connection is included in the Fairfax County comprehensive plan and physical space for this connection touchdown has been provided within new development at the south side of the Dulles Toll Road.
6. Monitor/coordinate transportation planning activities west of the town in Loudoun County (Route 606, Rock Hill Road, Shaw Road, Davis Drive. Potential connections to Innovation Drive).
7. Promote pedestrian and bicyclist safety through better diversion of through traffic and possible bike lanes.

Townwide Strategies

1. Investigate transportation system management techniques to alleviate future traffic congestion and delay, including the following:
 - a. Continue implementation and manage the automated traffic signal technology project to provide efficient flows of traffic on major streets;
 - b. Develop incentives to encourage transportation demand management by employers (car pools, flex hours, membership in the Dulles Area Transportation Association, etc.);
 - c. Support independent transportation associations, such as the Dulles Area Transportation Association, which attempt to reduce commuter traffic;

- d. Participate in planning for feeder bus service to regional commuting facilities including the Herndon and Route 28 Metrorail stations;
 - e. Support telecommuting to reduce trip generation, including telecommuting centers located within the town;
 - f. Consider the development of an internal trolley system to serve Elden Street and other locations within the town.
2. Accept high levels of congestion during peak traffic periods where additional street capacity could be provided only on widened streets that would adversely affect the town's character.
 3. Implement appropriate traffic calming measures through the work of the town's Traffic Engineering Improvement Committee; a variety of appropriate measures should be considered to mitigate traffic impacts and retain small-town scale and urban character.
 4. Provide protected left turn and right turn lanes at major intersections as warranted.
 5. Avoid the use of unprotected center lanes painted with left turn arrows for opposing directions of traffic (two-way left turn lanes).
 6. In accord with the town's adopted Master Trails Plan, provide an attractive and useful pedestrian and bicycle trail network within the town which connects to the regional trail network:
 - a. Continue use of a capital improvement program to improve the pedestrian environment along major streets and complete the missing sections of trails as designated in the Master Trails Plan;
 - b. Follow sidewalk and trail construction standards appropriate to pedestrian patterns and types of streets, as indicated by the Downtown Streetscape Overlay Policy, the Master Trails Plan, the Fairfax County Public Facilities Manual, and the Virginia Department of Transportation;
 - c. Provide crosswalk striping, pedestrian signals, and corner curb cuts where sidewalks function as trails;
 - d. Continue to pursue grant funding to supplement town resources for trails and sidewalks;
 - e. Provide suitable accommodations for bicycles in accord with state and local standards.
 7. Evaluate all street, trail or sidewalk improvement projects for conformance with comprehensive plan policies for Green Streets, Downtown Streetscape, Master Trails Plan, Neighborhood Conservation, and other relevant policies.
 8. Encourage use of the Herndon Parkway by through traffic and discourage new curb cuts and median breaks; provide signal synchronization and intersection improvements.

Major Street Network

The proposed Major Street Network depicted on Map G is designed to achieve the town's goals.

Through traffic should be encouraged to utilize Herndon Parkway and the arterial streets on the

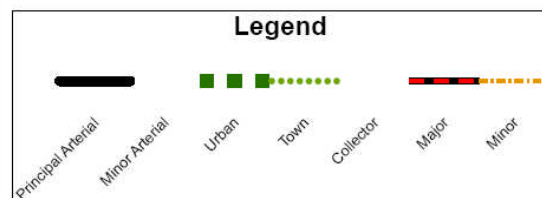
town's periphery. Elden Street inside of the loop formed by the Herndon Parkway should be used by local traffic. Through traffic should be discouraged from using this section of Elden Street. A network of smaller streets will handle traffic in the downtown. This is consistent with the unique and historic character of downtown Herndon, which is designed to slow traffic down and spread it on to local streets, where destination land uses are located. This contrasts with the high-speed, limited access arterial concept which has detracted from many other older downtowns.

The projects listed below are needed to achieve the proposed Major Street Network over a planning horizon stretching to the year 2030. Projects which are included within the capital improvement program are denoted by "(CIP)" at the end of the description. In some cases, this is indicative only of funds programmed for traffic study/concept plan efforts, or of out-year funding listed as "to be determined."

1. Dulles Corridor Rail Station: Pedestrian, bus and bicycle access to the proposed rail transit station to be located within the Dulles Airport Access Road median. Metrorail plans for the Herndon Station are to include a pedestrian bridge with escalators and elevators landing within the Town of Herndon at its southern boundary along the Dulles Toll Road. The plans provide for a sidewalk extending northward from the landing area to Herndon Parkway. The town will seek enhanced Metrorail station access by constructing additional pedestrian links in the station vicinity where feasible. The town will also consider development of limited areas for vehicles to pull out of the travel lanes of Herndon Parkway to safely drop passengers for the Metrorail station. All of the north side access facilities shall be considered part of the Herndon Metrorail Station, a feature shown on the 2030 Land Use Plan map. (CIP)
2. Develop an internal transit system to facilitate trips to Metrorail and supplement the Fairfax Connector bus transit service operating within the Town of Herndon.
3. East Elden Street: (Urban Minor Arterial) Fairfax County Parkway interchange to Herndon Parkway; may include widening and turn lane extensions, based on the results of preliminary planning and engineering study. May include reconstruction of the box culvert over Sugarland Run, along with pedestrian/bicycle facility to bring the Sugarland Run Trail over or under Elden Street. This is a Virginia Department of Transportation Six Year Plan project and the project is also included in Metropolitan Washington Council of Government's (MWCOC) Constrained Long Range Plan. (CIP)
4. East Elden Street: (Town Minor Arterial) turning lanes and street section improvements from Monroe Street to Herndon Parkway. This is a Virginia Department of Transportation Six Year Plan project and the project is also included in MWCOC's Constrained Long Range Plan. (CIP)
5. East Spring Street: (Urban Minor Arterial) widen to six lanes from Herndon Parkway to the East Town Line.
6. South Elden Street: (Town Minor Arterial) Herndon Parkway to Sterling Road, improve to divided four lane section. Project study area to encompass Elden Street/Sterling Road and Elden Street/Ferndale Avenue intersections. (CIP)
7. Park/Monroe/Station Intersection reconfiguration. (Major Collector meeting two Minor Collectors) (CIP)
8. Station Street Improvements: (Minor Collector) Drainage and streetscape improvements from Pine Street to Park Avenue. (CIP)

Map G: Town of Herndon Proposed Major Street Network (Full scale map available at www.herndon-va.gov or through the Department of Community Development)

Proposed Major Street Network



1 inch equals 500 feet
0 250 500 1,000 1,500 Feet

This map was prepared by the Town of Herndon GIS 4/17/05
PDF versions of this map may not print to indicated scale.
Please contact the appropriate Town department for source information for the features represented on this map. For reference purposes only.

Sources:
- Orthophotography: Spring 2001 VGIN Base Mapping Project
- Parcels: Fairfax County GIS



Longer term projects or projects anticipated to be financed and/or built mainly by private developers or other funding sources:

1. Van Buren Street: (Town Minor Arterial) four lanes, divided (approximately 700 feet), from Spring Street to the W&OD Regional Park.
2. Crestview Drive: (Major Collector) four lanes (approximately 2,100 feet), from the town boundary to the Herndon Parkway (contingent upon consistent Fairfax County action regarding Crestview Drive.)

Master Trails Plan

The intent of the Master Trails Plan is to merge the traditional pedestrian system (sidewalks) with the off-road bicycle and pedestrian trail system. The plan also calls for the establishment of trail categories and prioritization based on anticipated trail use. It is the town's primary focus to completing missing sections of Regional and

Internodal trails and ensure safety of existing trails, with a secondary long term emphasis on enhancing any existing portions of trail which may not meet the standards set forth in the Fairfax County Public Facilities Manual section on Sidewalks and Trails. (Map H)

Trail Categories

Regional trails connect Herndon to a larger network of trails and paths in surrounding jurisdictions. They increase access to the town from adjacent communities, and provide greater opportunities for leisure and commuter trail users. Regional trails are to be constructed with an asphalt surface with a width of 8' or over.

Internodal trails connect Herndon's varied activity areas to one another. They can be constructed with either asphalt or concrete and should be a width of no less than 6'.

Local trails provide a complete network within neighborhoods and activity areas and connect to Regional or Internodal trails. They are generally configured as concrete sidewalks at a width of 4' to 6'.

Map H: Town of Herndon Master Trails Plan (Full scale map available at www.herndon-va.gov or through the Department of Community Development)



X. Urban Development Areas and Potential Boundary Adjustments

Areas to the south and west of the town boundary have potential for truly regional scale mixed-use development. These areas feature vacant land, a large rock quarry and other industrial land uses that have great potential for regional scale mixed-use development. These areas are of

particular interest because of the potential for major impact on the Town of Herndon. These areas are now served by a limited road network and the town is concerned with the provision of adequate transportation facilities, recreational facilities and other public services. The areas of concern are generally described as:

1. Fairfax County land bounded by the Dulles Toll Road, the Loudoun County line, the Town of Herndon line and Centreville Road.
2. Loudoun County land bounded by Route 28, Sterling Boulevard, The W&OD Trail and the Town of Herndon line extending southward along the Fairfax County/Loudoun County line to the Dulles Toll Road.

The March 2007 Background Report for the 2030 Comprehensive Plan contains descriptive text and maps on these areas of interest. The

town will explore options in regard to these important areas.

XI. Economic Development

RESERVED

